

# Weather

Misty, mild but rather fine weather today. The maximum temperature yesterday was 71.4 and the minimum 48.4 the figures for the corresponding day last year being 64.9 and 52.5.

# THE CHINA PRESS

報陸大

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SHANGHAI, SUNDAY, APRIL 6, 1919

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## GENERAL STRIKES BREAK OUT ANEW IN GERMAN CITIES

Increasing Disorder Is Reported From Centers All Over Country

## DEMAND SOVIETS

Coalfield Workers Want Closer Relations With Russian Bolsheviks

## CRIME INCREASES

Food Riots In Frankfurt Serious; Looters Use Machine-Guns

(Reuter's Agency War Service)

London, April 1.—A telegram sent from Copenhagen (today states that a general strike has broken out in Berlin and threatens to be as serious as the former troubles.

Want Soviets Formed

Cologne, April 1.—The strike in the German coalfields is spreading. 37,000 miners are idle and demanding a six-hour day, the recognition of the soviets, the formation of a Revolutionary Workers' Guard and closer relations with the Russian soviets.

Strike In Stuttgart

Copenhagen, April 1.—A message from Stuttgart states that a general strike has broken out there while the bourgeois have counter-struck, the shops are closed and there are no trains, posts, gas or electric light.

Riots In Frankfurt

Copenhagen, April 1.—A message from Frankfurt states that there have been serious food riots there. The mob, despite the police, stormed the law courts and police stations, destroyed their furniture and records and then liberated all the prisoners in jail, including dangerous criminals. Later they plundered the shops and there was much firing. The political leaders attempted in vain to check the crowd.

A message from Berlin states that the Imperial, with the Prussian Government, has resolved to proclaim a state of siege in the Ruhr district and troops are advancing to protect workers from terrorism. Special payments are promised to miners working 7½ hours daily. The strikers exceed 50,000.

Crime On Increase

Berlin, April 1.—The insecurity in the large German cities has reached a dangerous stage. Murders and robberies are increasing in a marked degree. The sailors in Hamburg are specializing in highway robberies while numerous cases of looting are reported throughout the country.

A crowd came into collision with some looters in Frankfurt and both sides, brought machine-guns into play but the number of persons killed or wounded is not known.

The strike of miners in the Bochum district is already leading to the stoppage of work.

It is expected that the Spartacist movement will culminate on April 1, the date of the meeting of the second Soviet Congress. The Government is taking vigorous precautions and is preparing to occupy the Ruhr district.

Troubles In Westphalia

Copenhagen, March 31.—The insecurity in the industrial region of Rhenish Westphalia is increasing. Thieves recently raided the station at Dortmund and bagged half a million marks intended for payment of wages.

## ADMIRAL TSAI TING-KAN RETURNS NORTH TODAY

Leaves Shanghai After Reparation Work Is Practically Cleaned Up

Admiral Tsai Ting-kan, co-director of the Reparation Bureau, will leave for Peking today, having finished the bulk of the work in connection with the reparation of enemy subjects. His sudden departure was prompted by a telegram received here yesterday that his services are required in Peking in the Board of Customs Revenue, of which he is also co-director. Admiral Tsai was urged to return as the director, Mr. Sun Paoh-chi, is soon to go on leave.

The Bureau of Reparation of Enemy Subjects on Building Well Road will be dissolved on April 16, when all pending work is expected to be finished. As there is comparatively little work in connection with the remaining departments, the Bureau will be transferred to the office of General Lu Yung-hsiang at the Arsenal.

## Royal Air Force Veteran Tells Of Work Of Planes

Lieut. Collins Speaks Before Saturday Club. On Duties Of The Aviation Corps

"The factor of safety in flying today—aside from war flying—is ninety-nine and a half percent," declared Lieut. Anthony Collins, R. A. F., veteran of the Western front, who addressed the Saturday Club at 11 a.m. at the Carlton yesterday. "Flying is as safe, or safer than, automobile riding in Shanghai, and as for myself I would sooner, sit in an airplane sailing ten thousand feet in the air than sit behind a Shanghai chauffeur."

Lieut. Collins' topic was "The Work and Organization of the Royal Flying Corps" and he gave a most graphic account of the duties and accomplishments of that great branch of service during the war. His talk was followed by an entertaining and instructive review by Dr. Herbert Chatley of the development of the airplane to its present degree of safety. Fine weather and the races held down the attendance at the affair but there was a fair sized gathering on hand for the program. A third speaker was Mr. A. L. Frude, of the lecture department of the Y.M.C.A., who has been engaged in work with the American troops at Vladivostok. The meeting was presided over and the speakers were introduced by Dr. T. H. Lee, president of Fuh Tan College.

Division Of Forces

The Royal Flying forces during the war were divided into two sections, Lieut. Collins said, the army wing and the corps wing, which in turn were divided into squadrons and the squadrons into flights. The corps wing operated from sometimes not farther than 500 yards from the enemy lines and its duties, besides aerial engagements, included observation work, artillery control, bombing and photography. "Artillery observation," said the speaker, "was one of the most important duties of the war, the airplane in this contest taking over the work done by cavalry in the old days. When the machine leaves the ground it takes along a photograph of the target on which the shot is to be made, as well as a map of the surrounding area. It proceeds first to the C.W.S., or central wireless

station, calls down by wireless to make sure that the apparatus is working, satisfies itself on this point and then sends out a weather report. It then proceeds to the battery which it is to direct and repeats the process. The plane carries two 25-pound bombs, one under each wing. Flying over the target the flyer drops these two bombs, one for himself and one for his wife, returns to the battery and gives them the target on which they are to fire. The shoot then goes on. Signalling follows the clock system with letters being given by wireless to indicate distances. The aviator watches the flash of the gun and the burst of the shell, sends down corrections of aim and gives orders to fire. When the battery thinks it has covered itself with enough glory—or at the latest in three hours' time—the flyer returns.

Work Of Photographers

"Photography is another important work. Pictures are made the same as with ordinary camera and are taken vertical or oblique. It is not always simple, for if the flyer has to go through fire, with the shells coming up at him, and is forced to pause, he has to go back and cover the same trail again as the pictures are in series. From the photographs experts are enabled to pick out gun emplacements, entrenchments and other things. The photographs are compared with the statements of prisoners and aid in the artillery shoots, which would be scarcely possible if it were not for the pictures."

"Line patrol is another squad duty which is extremely difficult. The machines rise at dawn and are up for three hours, looking for enemy gun bursts, troops or transport on the road, new emplacements and the like. When the pilot sees troops or transport moving he gives the zone call, by wireless, and the battery assigned to the particular zone in which the movement occurs opens fire. It is also the squad's duty to look for enemy air craft. The corps squad is not supposed to do any fighting, but each plane carries besides the pilot, its aerial gunner (Continued on Page 6)

## The League Of Nations Argument In A Nutshell



—Daring In New York Tribune

## JAPAN USING EXTREME MEASURES IN KOREA

Demonstrations Are Spreading And Hundreds Are Killed In Encounters

(Reuter's Pacific Service)

Peking, April 4.—Reports from Korea state that during a demonstration in Dunchoo on March 29, 111 persons were killed and over two hundred wounded. Forty persons were hooked and dragged by Japanese soldiers and "firemen and half-buried, upright, in front of the railway station and relatives who came to identify the killed and wounded were beaten so that nobody dares to fetch away the bodies. A local doctor named Shen, to whom the wounded went for treatment, was whipped and beaten with rifle butts and finally arrested. Osn Academy was destroyed and the church of the Heaven Worshipers burned down by the Japanese.

Similar scenes are reported to have occurred in other cities and the assistance of the foreign Red Cross is needed in Korea.

Wilson Circular Issued

Peking, April 3.—A report from Pyeng Yang, Korea, dated March 29 (not from a missionary) states that after two weeks of tranquility, demonstrations began again on March 27 and continued on March 28, crowds of Koreans shouting for independence. Students and others also distributed a printed circular, to stir up the people, saying that President Wilson would certainly give heed to the wishes of the Korean people and bring the matter before the Paris Peace Conference, so that they would be freed from oppression.

The document also stirred up the Japanese police and soldiers, who again cruelly beat the people and searched houses for ringleaders. In all 600 persons were taken to jail and 123 were taken to police stations, where they were shamefully treated. Among those were 40 male students and 30 female students. It is said that worse treatment is meted out to prisoners at the police station than at the jail.

Many Fires In Seoul

Seoul, March 29.—Many fires are reported in and around Seoul. The large Government technical school near the East Gate was set on fire. One night last week there were eight fires outside the South Gate, all, it is said, occurring in houses of Korean spies who help the Japanese and who are the most hated.

## CHINA PEACE PARLEYS BEGIN AGAIN TOMORROW

Southern Delegates Agree To Resumption Of Informal Sessions Only

(Reuter's Agency War Service)

The China peace conference is going to start again. The two delegations yesterday agreed to resume the holding of informal sessions tomorrow. These sessions will only be for the purpose of discussion and clarifying the differences between the North and South. Formal conferences may be held later.

The decision to get together again was reached by the heads of the two delegations, Mr. Tang Shao-yi and Mr. Chu Chi-chien, on the strong advice of the Yangtze tuchuns and General Wu Pei-fu, who offered to guarantee to the South that the armistice in Shensi will be respected. Mr. Tang Shao-yi, head of the Southern delegation, waived his previous objections and the informal session was called.

The meetings will be held in the former German Club, as before.

## Building In Liverpool Falls; Traps Workers

Little Hope Held Of Rescuing Men Caught Beneath Tons Of Debris

(Reuter's Agency War Service)

London, April 1.—A seven-storey warehouse in Liverpool stocked with beans collapsed yesterday, burying the employees in the cellars. Parties of police and bluejackets rescued most of them after feverish efforts, but sixteen are still entombed beneath a hundred tons of debris and there is little hope of rescuing them alive as their cries for help are gradually getting fainter.

## Britain's Revenues Considerably Larger

Heavy Increases Are Shown In Statements Covering Past Three Years

(Reuter's Agency War Service)

London, April 1.—The total revenue of the United Kingdom for the financial year ending March 31 amounted to \$889,020,825, as compared with \$707,234,555 for the financial year 1917-1918 and \$199,243,000 in 1913-14.

## BLOCKADE OF GERMANY HAS NOT BEEN RAISED

Is Not Included In Countries From Which Restrictions Recently Were Lifted

(Reuter's Agency War Service)

London, April 1.—In the House of Commons, during question time, Mr. Hainsworth stated that the blockade of Turkey, Bulgaria and German Austria had been raised but there was no foundation whatever for the statement that the blockade of Germany had been raised.

LIFTED ON GERMAN-AUSTRIA

(French Wireless To Reuter)

Basle, April 4.—(Via Lyons and Koukaza).—The Frankfurt Gazette learns from Vienna that the representatives of England and the United States have informed the Minister for Foreign Affairs that the blockade against German-Austria was raised from April 2. Only a few articles, principally of a military character, are prohibited to be imported.

## MILLS USING AMERICAN COTTON TO BE CLOSED

Action Is Taken At Manchester Meeting Due To Poor Trade Situation

(Reuter's Agency War Service)

London, April 1.—At a conference of Master Cotton Spinners and Operative spinners amalgamations held at Manchester today it was decided that all mills spinning American cotton should close down from April 10 to April 23 owing to the poor trade. It is estimated that a hundred thousand operatives are affected.

## Sir Conyngham Greene Sets Sail From Japan

(Reuter's Pacific Service)

Tokio, April 5.—The British Ambassador, Sir Conyngham Greene, and Lady Greene left for home today, via Vancouver.

## Canadians Ordered Home From Siberia

(Reuter's Agency War Service)

Ottawa, March 31.—Arrangements have been completed for the return of the Canadian force from Siberia.

## Kaiser Still Asserts He Is Not To Blame

Insists He Strove Harder Than Anyone Else To Avert The War

(Reuter's Agency War Service)

London, April 1.—Mr. Harold Begbie, continuing his narrative of yesterday, says that the ex-Kaiser is entirely impotent. He is convinced that he strove harder than anybody to avert the war, that he is answerable to God alone and that all rulers were against the war, which was made by the diplomats. Germany was involved in the war to defend Austria against the aggression of Russia. The Kaiser declared that he sent his famous telegram to President Kruger, with grave misgivings, under the pressure of his advisers. He also regretted the sinking of the Lusitania, which was a "great blunder which he would never cease to regret." The shooting of Miss Edith Cavell was ordered by a drunken general and after it the Kaiser ordered that no woman should be shot without his personal sanction.

## American Fleet Head Is On His Way Home

(Reuter's Agency War Service)

London, March 31.—Admiral Sims, Commander of the American Fleet in European waters, left Southampton today homeward bound.

## Troopship Wirelasses New York For Help

(Reuter's Agency War Service)

New York, March 31.—The s.s. Culgoa, with over a hundred returning troops on board, was wirelessly that she is in distress six hundred miles southeast of New York.

## WILSON CALLS SPECIAL SESSION OF CONGRESS

President Plans To Sail For Home From France About April 20

(French Wireless To Reuter)

Paris, April 4.—(Via Lyons and Koukaza).—A message from New York to the Daily Mail says that it is believed in Washington that President Wilson hopes to embark for the United States on or about April 20. This information is found to be correct. Before leaving France President Wilson will convene by cable a special session of Congress to meet at the beginning of May.

## French Fliers Dined By Japanese Premier

Airmen Are Thanked For Coming So Far To Give Lessons That Are Invaluable

(Reuter's Pacific Service)

Tokio, April 3.—The Premier, Mr. Hara, gave a dinner to the French aviation officers and the honorific officers today.

Speaking in French, the Premier paid a warm appreciation to the friendly consideration shown by the French Government in sending the officers to teach these most important branches of the art of defense, also thanking them personally for coming such a great distance to Japan to give lessons which are invaluable.

## Attempt To Murder Count Karolyi Fails

(Reuter's Agency War Service)

Copenhagen, March 31.—A message from Vienna reports an unsuccessful attempt to assassinate the Hungarian ex-Premier, Count Karolyi, in the street.

## GERMANY MAY TRY TO EVADE SIGNING TREATY OF PEACE

Disappearance Of Present Government Seen As Possibility

## SAAR QUESTION UP

Big Four Is Considering Privileges To Be Given To France

## FOCH GOES TO SPA

Marshal Acquaints Teuton Representative With Entente Decision

(Havas-Reuter Wireless Service)

Paris, April 4.—(Via Koukaza).—The draft of the League of Nations is incomplete.

The propaganda in Germany against the terms of peace is extending as the hour approaches for the signature of the treaty and it looks as if the present German Government is preparing to disappear.

Mr. Lloyd George, Colonel House and M. Pichon express themselves optimistically regarding the outcome though they confess that no major question has yet been definitely decided.

(French Wireless To Reuter)

Paris, April 4.—(Via Lyons and Koukaza).—The Big Four held a meeting yesterday morning and nominated a commission of three members charged to draft the first formula on the subject of the privileges to be granted to France for the economic exploitation of the Saar basin. The three members appointed are M. Andre Tardieu for France, Mr. Headlain Morley for Great Britain, and Mr. Haskins for the United States.

Yesterday afternoon President Wilson, Mr. Lloyd George and M. Clemenceau were occupied with the Italian claims with reference to Yume and the Dalmatian littoral. They heard the report of M. Trumitch on the subject of the Jugo-Slav eyanda.

Erzberger Given Decision

Yesterday Marshal Foch communicated to Herr Erzberger the decisions of the Entente. The first interview took place on Thursday between Marshal Foch and Herr Erzberger in Marshal Foch's train at Spa railway station. After talking with General Dupont, General Nudant and General Weygand, Marshal Foch informed Herr Erzberger that he would receive him at 9:30. Herr Erzberger conversed with the Commander-in-Chief of the Allied Armies for nearly an hour in the presence of the French interpreter, Laderche, and General Weygand. At 10:30 Herr Erzberger, who was restricted to recording the decisions of the Entente, left Marshal Foch's saloon to board his own train. After a conference lasting for an hour with General Hammerstein and his technical councillors, Herr Erzberger, accompanied by two secretaries, left the railway station and proceeded to the Hotel Britannique, where are lodged the German members of the permanent Armistice Commission.

Financiers Hold Session

Paris, April 4.—(Via Lyons and Koukaza).—Another conference was held yesterday afternoon at Chateau de Villotte between the members of the financial section of the Supreme Inter-Allied Council and the German financial delegates.

(Reuter's Agency War Service)

Paris, April 2.—There is no indication that the Big Four have reached a decision on the question of reparation and the Saar Basin although the statement is made in official circles that an agreement is expected shortly. An agreement has been reached on one point: that Germany shall not be allowed to maintain garrisons and fortifications near the factories and within a band of territory fifty kilometers wide on the right bank. It is believed that France will be given the right to exploit the Saar coal mines in part payment of the devastations of the northern departments of France and it is also possible that the Saar mining and industrial regions may



be separated from Germany under an autonomous regime.

The trade, fetters, fall and the Allies have authorized the restoration of freedom of trade with Poland, Estonia, German-Austria, Bulgaria, Turkey, Rumania, Servia, and Czechoslovakia.

#### French, Chinese Topic

Paris, April 1.—The topic of discussion in French circles is the treatment of the French claims. The decisions of the Big Four are not likely to meet expectation, especially concerning the Saar coal basin. The compromise being made of two different frontiers, one economical, giving the French the proprietary rights over the mines, and the other political, whereby the territory would remain German, is not viewed with satisfaction among the French.

With regard to making the Rhine the military frontier, French experts uphold the view that the Rhine territories should be given self government under the control of the League of Nations.

The opinion in Paris is that the seizure of Government authority by the Bolsheviks in Hungary was a trick prepared by Count Karolyi and Count Brockdorff-Rantzau to scare the Allied Powers.

The Luxury Tax re-established by the Senate and the tax of five percent on newspaper advertisements has not been endorsed.

#### What France Demands

London, April 1.—Reuter's Paris correspondent wires that France has pressed for complete annexation of the Saar Basin but this has not been agreed to. There is a disposition to cede the coalfields to France for a fixed period as part payment of the indemnity.

Paris, March 31.—It is believed that the Council of Four have reached a practical agreement concerning most of the territorial questions affecting Germany, including the vexed question of the Saar coalfields. Outstanding matters are Dantzig, with the Polish corridor to the sea, and the indemnities.

With regard to the passage of troops through Dantzig, against which Germany has protested, the Allies have informed Germany that the Polish divisions are under French officers and must be regarded as forming part of the Allied armies. The armistice compels Germany to afford an unhindered passage to Allied troops.

#### Supreme Council Meets

Paris, April 1.—The Supreme Council sat throughout the day discussing principally the Rhine frontier and the Saar coalfields. Considerable progress was made towards satisfying the demands in a manner calculated to avoid the cause of future conflict.

Paris, April 1.—Le Temps states that the deliberations of the Council of Four with regard to the military frontiers of the Rhine have reached a decisive stage. Apparently it has been agreed that Germany shall not be allowed to retain garrisons, fortifications or munition factories either on the left bank or in the prescribed belt on the right bank of the Rhine.

Paris, April 1.—The question of the future of Dantzig is still undecided but the probable solution will be either the internationalization of the town and the railway connecting it with the Polish railway system or the application of the mandatory system.

#### King Albert in Paris

Paris, April 2.—The King of Belgium arrived in Paris today by aeroplane. His visit follows the appearance of M. Hymans, the head of the Belgian delegation, before the Big Four on Monday. No more powerful advocate could Belgium find than the King holding informal meetings with President Wilson, Mr. Lloyd George and M. Clemenceau.

#### 'Fair And Warmer'

"You must fight against it." "Fight against what?" "Your Oriental disposition." A little bit of the dialogue between Miss Molly Mallin and Mr. Gus Forbes in the rollicking farce "Fair and Warmer" played at the Lyceum Theatre last night before a big and enthusiastic house. The lines quoted just about tell the story, and the run of the show. It hits the susceptibilities of Shanghai and the rest of the East well. The whole plot centers around the escapades of a couple of grifters who attempt to mix cocktails, and worse still, drink them. The results are disastrous but at the same time killingly funny. I wonder why a "drunk" always gets a laugh on the stage, and I wonder why so many of us join in the laugh? "Fair and Warmer" is brilliant in dialogue and the situations provided make any audience roar with laughter. Yesterday both at the matinee and night performances the players met with great receptions.

Mr. Gus Forbes was the life and soul of the whole production. He had a great part as Billy Bartlett and from his very first appearance until the fall of the final curtain he held the stage against all competitors. I have seen our old friend Frawley in the past and time and time again Forbes hit that clever artist off to a T both in word and gesture. If just goes to show that all good players suit their actions to their words, and therefore Gus Forbes was not at fault in allowing a little bit of Frawley to creep into his fine portrayal.

Playing opposite to him was Miss Florence Chapman. She is supposed to be a typical country mouse who does not know what a cocktail is and certainly does not know either its taste or the wicked ways of the world. She starts away at a disadvantage and that is her own fault. Let me say at once that most of her work is funny, and she brings both wit and whimsicality to bear upon her portrayal, but I cannot imagine Blarney Wheeler dressing herself in the very modern and evict—on the part of the feminine side of the house—dress that she appears in. It is one of those frocks that is very little above the waist line and the sort of costume that we see so often now-a-days at all of our public balls. Then again Miss Chapman guards too carefully against becoming too vulgar in her tipsy scene.

I sympathize with her in that she has to make her laughs as a person just on the other side of sobriety, but there it is in the play, and there it must be portrayed. Forbes does the "drunk" so well that he almost convinces you that he has known what the condition demands. As a matter of fact coming from a dry state he is with the rest of the company Dantzig and Mr. Frank Wilcox call for special notice for their good work in the second leads. Mr. Gordon Rhythm, Miss Annetta Lloyd and Mr. Reynolds Dennison all add to a successful production. If you like to laugh and laugh heartily, then see "Fair and Warmer."

Monday: "Twin Beds."

DOMINO

#### Symphony Concert Tuesday

On Tuesday evening those who delight in good music will have their second and last opportunity of hearing Messrs. Mirovitch, Piatro and Padi, assisted by a full orchestra under the latter's direction, in an excellent symphony program. The concert takes place in the Olympic Theatre, beginning at 9 o'clock, and booking may be had at Moutrie's.

Following is the program:  
I. Mozart—Serenade for strings only Conducted by Mr. Padi  
II. Beethoven—Romance  
Mozart—Menuetto  
Venetian—Polonaise  
Mr. Piatro

III. Beethoven—Piano concerto No. 5, with orchestra  
Mr. Padi

IV. Chopin—Sonata B flat minor, with Funeral March  
Mr. Mirovitch

V. Rachmaninoff—Fantasia for two pianos  
Mr. Mirovitch and Mr. Padi

#### Obituary

Mrs. Tokonami  
Reuter's Service  
Tokio, April 4.—Mrs. Tokonami, the wife of the Minister for Home Affairs, died today.

#### Andre Lebon Takes Record List Today

French Mail Liner, With 640 Passengers And Big Cargo, Sailing For Marseilles

Taking 640 passengers including 250 French soldiers for Marseilles and 200 Annamite troops for Haiphong; 800 bales of silk and 700 tons of general cargo, the Messageries Maritimes liner Andre Lebon sails for Marseilles and ports this morning. Two tenders will leave the French Mail Jetty at nine o'clock.

M. E. Regnaud, French Ambassador to Japan, and his family; Marquis Tsuru Confalonieri, Italian Ambassador to Japan, his wife and daughter and Mr. R. Erylnski, Naval Attaché at the French Embassy in Tokio, accompanied by his family, are among the prominent through passengers from Yokohama.

First-class passengers from Shanghai total 123, including Mr. H. Madier, Chairman of the French Chamber of Commerce, and his family; Mr. G. Laferrere, former secretary of the French Municipal Council; Mr. L. Strassmann, sub-manager of the Belgian Bank, accompanied by his wife; Mr. H. Bourgeois, Consul-General for France at Tientsin, accompanied by his wife and daughter; Mrs. A. D. Blackburn, wife of the British Consul, and three children; Mr. Charles Guernier, of the Chinese Customs at Peking, accompanied by Mrs. Guernier; Mrs. M. Courcier, widow of the late manager of the French Tramways; Mr. and Mrs. R. E. Scrutcher and children; Mr. and Mrs. L. Bussell, Lieut. R. Jamieson, who returns to France after service in Siberia and others.

#### WOMAN HURT IN FIRE

A woman inmate of a Chinese palatial shop at 241 Canton Road was seriously injured by jumping through a window yesterday morning at 2 o'clock when fire broke out in the shop. The woman is now lying in hospital in a critical condition. Five Chinese houses in the neighborhood were partly destroyed. The cause of the blaze is as yet unknown.



#### "Economy," Said Washington, "Makes Happy Homes and Sound Nations—Instill It Deep!"

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#### DISABLED BRITISH SHIP TOWED TO WILMINGTON

S. S. Korona Drifts For Days In Heavy Gale Until Food Is Nearly Gone

(Reuter's Agency War Service)  
Wilmington, North Carolina, April 1.—The British s.s. Korona has been towed in here. Becoming disabled, she drifted for days in a heavy gale and the passengers' food was running short.

#### French Club Dance Is Colorful Event

A gorgeous display of costumes and a crowded ballroom featured the fancy dress masked ball given at the Cercle Sportif Français last night. The dance carnival proceeded till midnight when there was a grand tuxedo and supper. Prior to the supper, which was followed by more dancing, prizes were awarded for the best costumes and groups.

#### HUNG CHI-TSU REPRIEVED

The execution of Hung Chi-tsu, condemned to death for being implicated in the murder of Mr. Sun Chiao-jen, former Minister of Agriculture and Forestry, who was shot and killed at the Shanghai north station in 1913, was set for yesterday morning. However, he filed an extraordinary appeal with the President against the decision of the Supreme Court at the last moment and the execution was delayed. Preparations for his execution, however, were complete. He had written himself his will and had been praying in his cell in accordance with the Buddhist rites. He told his favorite concubine that he should wear a monk's costume at the time of his death and that he wanted his remains shipped to Changchow, Kiangsu, after his execution.

#### Plans Going Ahead For Navy Men's Ball

Arrangements are being completed for the naval ball to be given at the Astor House next Wednesday night by the men of the American gunboats Wilmington, Eleano, Villalobos, Quirón and Pálos of the second division of the Asiatic Fleet.

The committee in charge of the affair is made up of Gunner's Mate Malpeneuve, U.S.S. Villalobos; Private Lequist, U.S.M.C., of the U.S.S. Wilmington; Gunner's Mate, Becker, U.S.S. Quirón; and Gunner's Mate Driscoll, U.S.S. Eleano.

#### British Mine Union Would Accept Offer

(Reuter's Agency War Service)  
London, April 1.—The Scottish Cleveland Miners' Union has recommended acceptance of the Government's offer.

London, April 1.—The Lancashire and Cheshire Federation, by a large majority, has resolved to accept the Government's terms.

#### BOLSHEVIKI ON AMUR RAILWAY DISPERSED

Commander Of Allied Forces At Habarovsk Says Traffic Will Be Resumed

(Reuter's Pacific Service)  
Habarovsk, April 4.—The Commander-in-Chief of the Allied troops at Habarovsk announces that order has been restored along the Amur Railway, the Bolshevik bands have been dispersed and traffic will shortly be resumed.

The conflict which arose a few months ago between Admiral Kolchak and Ataman Semenov has now finally been settled according to the Vostok Manchurian. Ataman Semenov will shortly be appointed chief of a combined corps in the Far East and Ataman of a large force of Cossacks. His nearest chiefs will be General Finoff Ivanoff and General Horvath.

It is understood that this corps will be supplied with arms, munitions and funds from the Ministry of War at Omak, the same as all the other Russian military organizations.

#### Soochow Alumni Have First Annual Dinner

Over Sixty Local Graduates Attend Function At Great Eastern Hotel

The first annual dinner of the Soochow University Alumni Association, Shanghai branch, was given at the Great Eastern Hotel last night and was attended by over 60 members. In the absence of Mr. S. K. Zee, president of the association, Mr. H. H. Wang, of the Commercial Press, presided. Dr. J. W. Cline, president of the university, was also present.

#### Two Moral Welfare Meetings Tomorrow

Two public meetings will be held under the auspices of the Shanghai Moral Welfare Committee Monday afternoon at 5:30 o'clock. A meeting for men will take place at the Palace Hotel, while one for women will be held in the Carlton Cafe.

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YOU WILL FIND THEM WONDERFULLY  
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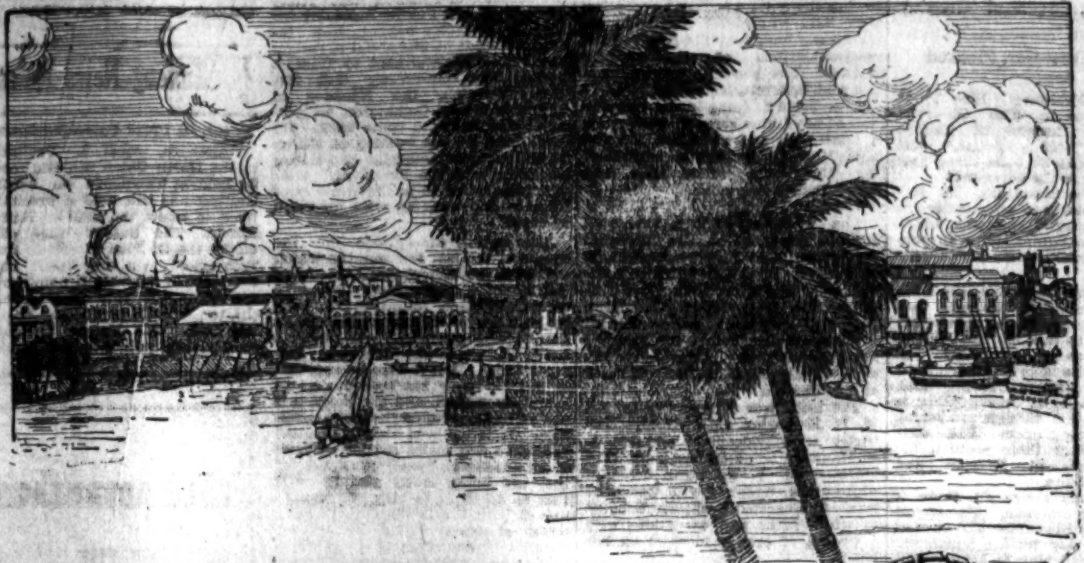
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THE JOY AND PLEASURE  
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BECAUSE THEY DESERVE BOTH—THROUGH THEIR  
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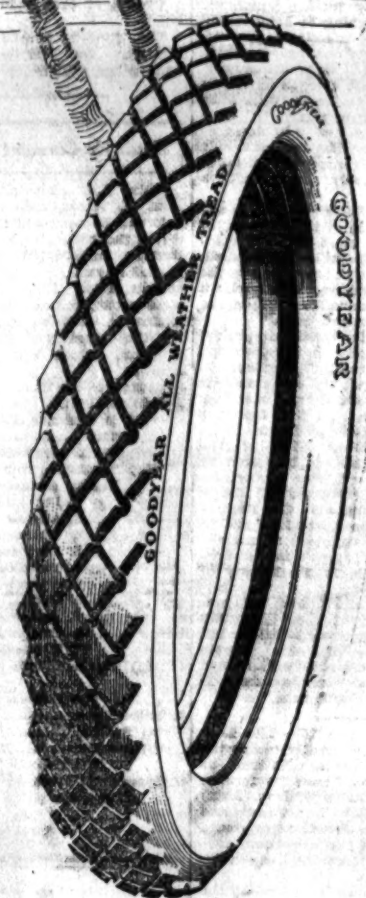
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## 'ONLY HALF A LEAGUE' SAYS BRITISH CRITIC

Observer Condemns Failure To  
Tackle Russian, German And  
Balkan Problems

### PRAISE FROM OTHER PAPERS

Times Calls Covenant 'Greatest  
International Document'—Man-  
chester Guardian Pleased

London, February 15.—J. L. Garvin, writing in The Observer, says that the League of Nations creates only "half a League," and points out what he calls three profound defects in the covenant:

"First, there is nothing in it—nothing whatever to solve either the German or Russian problems, which means that the Sphinx riddle of mankind after Armageddon is left quite unanswered.

"Second, the lesser States are not sufficiently regarded, though they include an immense and rapidly growing population nearly equal to that of the United Kingdom, France, and Italy put together. The consolidation of the new States in Eastern Europe, which will require a lot of consolidating, is not provided for, though everything may well depend upon that, considering what is their position between the unsolved Russian and German problems.

"Thirdly, and above all, there is an astounding omission. The economic factors in the causes and cure of international war factors which did as much as anything to bring about Armageddon, are practically ignored. No great system of dealing with them is either suggested or foreseen, though without it everything else is only too likely to be in vain after certain years have passed.

"What is done, and well done, as far as it goes, on the economic side is the plan for an international labor code. It is literally only half a League."

The London Times ventures to say that the covenant of the League of Nations "is the most important international document ever published, and one which, if it is worked in the spirit of its founders, will exercise a permanent influence for good on the future of the human race."

"It is a cause for legitimate pride," it says, "to recognise in the covenant so much of the work of Englishmen. The project, if not the same as that outlined by General Smuts, is as like it as its brother."

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## Weddings

### Manners-Clarkson

An interesting wedding took place yesterday morning at the British Consulate when Miss Eleven May Clarkson was married to Mr. Philip Manners.

The bride was faintly attired in white serge trimmed with chenille and wore a white, Georgette hat, trimmed with gold marigolds. Following the quiet wedding a reception was held at No. 57 Avenue Road, where the happy couple received the congratulations of their many friends. The presents were numerous and tastefully selected.

The bride's going away costume was of navy blue serge and she wore a small pink and white hat. Mr. and Mrs. Manners left in the afternoon for Hangchow, where they will spend their honeymoon.

The wedding of Mr. Frank W. Jones, manager of the Shanghai Garage Co., and Miss Beatrice M. V. Solly, sister of the late British postmaster at Shanghai, took place Friday at the Holy Trinity Cathedral. The civil ceremony was performed in the morning before Sir Evarard Fraser, British Consul-General, while Dean A. J. Walker officiated at the church.

The bride was given away by Mr. W. H. Emberley. Miss Gladys Emberley was bridesmaid and Mr. A. V. Maund acted as best man. The bride wore a charming dress of white crepe, trimmed with Georgette lace. She carried a shower bouquet of white roses and carnations with a wreath of orange blossom on her head.

The young couple left on the Ecuador for Manila, where the honeymoon will be spent.

### Today's Concert Program

With Mr. Chmelitzki recovered from his recent illness the Moscow Trio will be complete for today's concert at the Town Hall and the excellent Russian combination will play, by special request, the delightful Tchaikowski Trio. They will also give Massenet's Prelude and Glinka Romance, in addition to the selections by the Municipal Orchestra. The program, which begins at 5 p.m., follows:

1. Overture—Le Caid ..... Thomas.
2. Trio for Piano, Violin and 'Cello  
A la memoire d'un grand  
Artist ..... Tchaikowski.
- (a) Pezzo elegiac.
- (b) Tema con variazioni.
- Var. 1. Andante con moto.
- " 2. Più mosso.
- " 3. Allegro moderato.
- " 4. L'istesso tempo.
- " 5. L'istesso tempo.
- " 6. Tempo di Valse.
- " 7. Allegro moderato.
- " 8. Fuga.
- " 9. Andante.
- " 10. Tempo di Mazurka.
- " 11. Moderato.
- (c) Finale-Allegro risoluto  
can fuoco.

3. Valse Triste ..... Sibeldus.
4. (a) Prelude ..... Massenet.
- (b) Romance ..... Glinka.
- The Moscow Trio
5. Symphonie Poem—Le Rouet  
d'Omphale ..... Saint-Saens.  
A. de Kayser,  
Conductor-in-Charge.

## CHINA FINANCIAL STRAITS BECOME STEADILY WORSE

Finance Minister's Attempt At  
Resignation Brings Precarious  
Plight To Crisis

(From Our Own Correspondent)

Peking, April 2.—Four days ago the Minister of Finance, Mr. Kung Shih-chang, left Peking hurriedly for Tientsin, and left behind him intimations that he was about to resign. The Prime Minister sent to Tientsin General Hsu Shu-cheng and Mr. Tien Wen-lieh, the Minister of Agriculture and Commerce, to persuade Mr. Kung to come back. He came back on the evening of March 31 and yesterday morning had a long interview with the President, after which he returned to the Ministry of Finance and went on with his work as usual.

This is only an episode in the events of the last few months which indicate the difficulties that beset the Minister of Finance. When he came into office, following Mr. Tiao Ju-lin, and practically as Mr. Tiao's dummy, he guaranteed to find the funds to finance the National Defense Army. For a time he succeeded, but the screw has been put on all round since then, and the more it is put on the less funds there are available. It is believed that Japanese financiers are really getting scared about advancing money to China, for they are being pretty plainly told that to do so is to risk a violent breach with the international group, which of course could freeze out Japanese finance forever if it liked so. The issue of the Eighth Year Domestic Loan does not promise to be a success either. Certain Northern tuchuns have promised to take up \$23,000,000, but it is quite certain that they do not intend to pay for them. Their plan, it is expected, will be to take the bonds and force them on the various local commercial communities at their face value, and use the proceeds for payment of troops. If these tuchuns were really anxious to relieve the financial situation of the Government they would remit the provincial matriculations to Peking and thus enable the Government to pay its way.

Very little money from any source is flowing into the national treasury. Every month there is a deficit, and each deficit is larger than the preceding. The device of the Eighth Year Domestic Loan is not succeeding at all. There is foreign criticism of the security on which it is issued, Chinese criticism of the object with which it is issued, and the result is a general unwillingness to invest in it. The result of the deficit is that every non-producing Ministry is complaining that it is not kept properly supplied with funds, and the Government proposal to pay its servants partly in Eighth Year Domestic Bonds is quite likely to bring about a general strike of Government employees.

These things have all conspired to make the position of Mr. Kung very difficult indeed, and friction between him and the Minister of the Army has been increasing ever since the former took up office. Only a fortnight or so after he came into office he had acute friction at a Cabinet meeting with General China, and there have been frequent passages at arms between them since. At a Cabinet meeting last week Mr. Kung,

in reply to some criticism by General Chin, said that if the Cabinet was not satisfied with the way he was doing his work he would resign. General Chin very bluntly said that Mr. Kung's resignation would be no loss, as there were plenty of people who could fill his place quite as well as Mr. Kung was filling it. There was of course a scene, and Mr. Kung hurried off to Tientsin. How matters have been patched up is not known, but it is generally believed that it is mere patching, and that before long we shall see Cabinet changes of some importance.

### Kaifeng News Notes

(China Press Correspondence)  
Kaifeng, April 3.—Preliminary to the North China athletic meet to be held at Talyuenfu on April 15, Kaifeng has just held a preliminary meet to select the men to represent Honan. The honors were carried off by the GI Pien (Baptist) School. This school won nine firsts out of fourteen, or fifty-eight points out of a possible 107 points. No other of the ten schools competing got over twenty points. The Normal School got twenty-eight points and St. Andrew's

fourteen. Shiong Hwa-fu took most of the honors for the Baptist School. It was he who was the leading representative of this mission school two years ago in Tokio and many recognize in him fine material if he should really go into training.

The meet at Talyuenfu will select men from all North China to go to the Shanghai meet later, which in turn will select men for the Eastern Olympic to be held at Manila. Presumably the Manila Olympic will select representatives to go from the Far East to the World Olympic games to be held next year in America, the last meeting four years ago having been called off on account of the war, for it was to have

been held in Berlin. There will doubtless be a revival of interest in athletics for there has been no world meet since the Olympic in 1912 at Stockholm.

Kaifeng has recently seen a gruesome sight, for on the streets were exhibited twenty human heads. They were tumbled into boxes and set on the side of a main street. It is said that these were the decapitated heads of so many brigands taken southeast of Kaifeng. If so these with the more than thirty heads seen some time ago north of Hsuehchow ought to aid in stopping brigandage in this part.

Considerable building activity is being noted in Kaifeng. In addition

to the new flour mill noted in these columns recently, there are now being constructed a large egg-drying factory, a four story business block, and other buildings of less importance. An artesian well is being sunk preparatory to the erection by the post office of two fine residences, one for the postal commissioner, Mr. N. H. Doodha, and one for the accountant. It is also now certain that a new residence will soon be erected on the Baptist compound. A hundred thousand dollar post office is also scheduled for Kaifeng.

Mr. J. M. Gutierrez, postal accountant, has just finished his term and now starts to Spain for his rest. Mr. Rakman, of Peking, substitutes while he is gone for a year.

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FOR MEN AND WOMEN



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WALK  
OVER

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Right now our stock is unusually large, so if you are hard to fit now is the time to be correctly fitted.

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APRIL  
14th, 15th,  
16th and 17th



CHARLIE CHAPLIN IN "A DOG'S LIFE"  
THIS FIRST MILLION-DOLLAR PICTURE

3 | 3  
Reels | Reels

MONDAY  
APRIL  
14th, 15th,  
16th and 17th

## CHARLIE CHAPLIN

### "THE ONE AND ONLY"

IN THE FIRST OF HIS NEW \$1,000,000 COMEDY SERIES

A FIRST NATIONAL EXHIBITORS ATTRACTION.

# "A DOG'S LIFE"

THERE ARE AS MANY LAUGHS IN "A DOG'S LIFE" AS THE PUP IN THE PICTURE HAS FLEAS.

HERE IS THE RECIPE FOR MAKING A SUCCESSFUL COMEDY.

*First select a comedy; then build a series of the most ridiculous adventures that can be conceived around this dominating idea; and, finally, enact the result in a plot in the most painstaking and serious manner possible.*

ADD CHARLIE TO THIS—THEN THE DEED IS DONE.

### HERE IS THE SYNOPSIS

Charlie, an outcast, is found sleeping near a fence in a vacant lot. The color from the can of a passing hot-dog vendor awakens him. He attempts to secure food but is interrupted by the police, and is ordered on his way.

Later we find him in search of work but his attempts are futile. Wandering along the street he is attracted by a dog fight, and saves a small mongrel from a terrible death. The dog becomes his everlasting friend and together they wander off.

When night overtakes them, the sound of music from a nearby dance-hall attracts Charlie's attention. He

at once decides to enter, and thereupon comes face to face with a sweet, innocent girl trying to succeed as a singer. She smiles upon the unfortunate Charlie, and a new life is awakened within him.

In the meantime, a drunk who has wandered into the same tough section of the city is robbed of his pocket-book by two crooks. The police give chase, and to evade the law the crooks bury the pocketbook in the vacant lot, intending to secure it later.

We then find the girl and Charlie fast making friends, when a waiter demands that Charlie spend or get

out. Unable to buy, Charlie and his dog are ejected from the resort.

He returns to his abode in the vacant lot. The dog, eager for food, digs near his master's feet and unearths the pocketbook. Charlie is overjoyed to discover the money inside the wallet, and decides to return to the dance-hall and renew his acquaintance with the girl.

Upon his arrival, he finds the girl on the point of being discharged for her inability as a singer. He at once plans to help her. Together they sit at a table near the two crooks; Charlie shows the girl the pocketbook, and

the money. The crooks recognize their spoils, and by rough methods regain the money. Once more Charlie finds himself without funds and is thrown from the dance hall. The girl follows.

Charlie, believing the money rightfully his, again enters the dance-hall and by a clever ruse regains the pocketbook while the girl and the dog wait outside until his return.

Out of the rough and heartless world of poverty they then take their way, and later we find them happily married, while the dog waxes fat on the hearthrug of plenty.

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## AMERICAN NOBLEWOMAN A LONDON PERSONALITY

Duchess Of Marlborough Taking Leading Part In Social Reform

By Harold Begbie

London, February 15.—Most people, said a satirist, are other people; and certainly one goes through life encountering strangers whom one has met hundreds of times before. But every now and then a creature brightly loyal to its own personality crosses our path, and then the sun shines the crocus breaks through the earth, the linnet sings from the almond blossom, and we are able to say, I believe in the resurrection of the soul.

Such a person is the Duchess of Marlborough. She possesses not only the courage of her personality, but so rejoicing a pleasure in the very act of living, that she uses her personality, here and there, to warring from existence all it has to give to human experience. She has this excellent excuse for being her sole self, that her sole self is in reality two, a self which can go with as share a rest and rich a pleasure to work of the fullest sociological as to those exquisite things which make up for us the sweetness of life. Duality is a great refreshment.

She has a real love for her fellow-creatures and works like a student at dull volumes of a municipal order, and without blinking an eyelash or looking up a reference book can quote you statistics which reduce your brain to the condition of an old lady running after a motor-bus which is full and has no intention of stopping.

But in other moods, when she is speaking of literature or of children or furniture, or when humor turns her gaze to the whimsical side of things, not only is she charming as the soul of a tread-man could desire, but as unstatistical as Venus.

Now it is important to emphasize this duality, for it means that the Duchess brings to social reform a fresh and a bright spirit, and that she takes to social life a depth of sympathy and a knowledge of humanity only to be got from personal social service.

The point is that if you would be as happy as this duchess who lives as busy a life as the Prime Minister or the Bishop of London, you must devote at least some of your time to unselfish and very arduous work, but work which ceases to be arduous if your heart goes into the effort, and if you make deep personal acquaintance with the men and women you desire to help.

I have discussed this matter with

the Duchess, and she has told me with real enthusiasm that social reform has given her an infinite zest for life, that she never knows a dull day, and that the problems which she thought at one time might either weary her patience or break her heart, now fill her with admiration for the men and women who suffer, and with an ever new determination to help in the work of putting things right.

### A Parlormaid's Revolt

She has been for a long time interested in social works. She lent Sanderland House so often to philanthropic societies for the purpose of drawing-room meetings that at last her servants grew restless. One of them struck. She was a witty parlormaid. "I thought," she said, delivering her ultimatum, "that I had taken service in a private house; I find it's a town hall."

But the Duchess, still interested in all forms of social betterment, is now devoting the greater part of her time to the profoundest of methods for achieving a better Britain, the method which we call Child Welfare. Here she concentrates. And she has reason. The child is the beginning of all true social reform.

She believes in money being spent on prevention rather than in attempts to effect a cure, and last year helped to raise nearly £50,000 for setting up Child Welfare centers all over the country. This year she hopes to raise a very much larger sum, because 5,000 more centers are urgently needed—centers which will minister to the mother before the child is born, and which will look after both of them when the child is a member of the British family.

### Posterity's Cradle

There is an agency known as the Children's Jewel Fund, with an office at 175 New Bond Street, which receives gifts of jewelry from generous people, and converts these jewels into money for the purpose of setting up their Child Welfare centers. The Duchess is working extremely hard at this moment in order to make the work of this fund widely known. Last year £50,000. This year—what shall we say?—£500,000. It's a large sum, but it's a possible sum.

Now if you should happen to possess a beautiful trinket which spends most of its time in a leather case, and if you should happen to want to contribute something to the uplifting of the British race, may I suggest—

In other words, let me invite you to creep tiptoe to the national cradle in which posterity now lies sucking his thumb in two minds whether to grow up a good citizen or a bad citizen, a strong man or a weak man, a hero or a dunder—to creep tiptoe to the cradle and there lay your jewel with a prayer that in the hands

of good and devoted women it may help to decide this infinitely important issue on the side of righteousness.

In its case, how little the jewel can do: at the cradle of Britain's Future, how much!

I can tell you for certain one thing it will do, and do at once: it will cheer up, encourage, and reward some of the kindest women in the land, who are now straining every nerve to set up 5,000 child welfare centers for the assurance of Britain's Future.

Madam, will you part?

## Air Force Veteran Tells Of Conditions

(Continued from Page 1)

and circumstances direct whether there is an engagement of not. The army squad does not know the corps squad also. The corps plane goes up with eight 35-pound bombs under each wing. It carries a small navigating light beneath each wing and also a small light on the tail which is required by the police regulations to protect the machine from friendly artillery. The lights are switched off when the front line is reached and the machine proceeds in darkness to the target selected for bombing, dumps its load and returns to make a flowery report of the devastation accomplished. After six years of flying I doubt if in this sort of work a flier ever knows what he hits. He simply pulls at the release as fast as he can and beats it for home.

"Aerial highbushes, along the lines, each flashing a single letter in the Morse code aid fliers in danger of getting lost. When the pilot sets back to his aerodrome he signals his identity and when he is recognized very lighters are sent up and flares are put out in an 'L' shape to assist his landing. A dummy aerodrome is fitted with flares was maintained about a half mile from the genuine landing ground and served as a dumping ground for enemy bombs."

### Traces History Of Aeroplane

Dr. Chatley opened his talk on "How the Airplane was Made Safe" with a succinct sketch of airplane evolution since the time the first plane was conceived by an Englishman in 1849 and devoted some interesting comment to the rapid progress made in the last ten or fifteen years, up to which time there was still wide doubt that flying would be perfected. The speaker paid high tribute to the Wright brothers, who solved the problem, and to Prof. Bryan, of England, whose work, though little known, was largely instrumental in raising

the airplane to the pitch of efficiency attained during the war. Dr. Chatley has four principal reasons for the safety now characterizing the airplane.

The first of these, he said, was the ability to control the machine, a consummation achieved by the Wright brothers by means of the rudder, elevator at the front of the plane and by flexible wings. The second reason was the production of "inherent stability" or the tendency of the machine to return to a safe position when disturbed. This was one of the most difficult of problems to be solved and it was in the accomplishment of this stability of the machine that Prof. Bryan had done so much. Increased study of meteorology was the third cause given. Knowledge of the air and air conditions having advanced greatly in recent years; and the fourth cause, Dr. Chatley cited, was the development of the motive power. The credit for developing a motor light enough and powerful enough to lift a machine and fly was due to the Wrights but it was only in the last few years that engines had been brought to a point where they were sufficiently certain of running smoothly for long periods.

Mr. Prude, who was the last speaker, gave a humorous account of experiences with the troops while on transport work between America and France, and also told of his trip with the British ship *Tear* to the Marmarak coast, taking troops and supplies from France and bringing away a large number of Allied refugees.

## News Briefs

Mr. T. Harborne, British Postmaster, acknowledges with thanks the receipt of books, magazines, etc., from Messrs. J. Palmer (Ningpo), M. Apenes, W. Shaw Ward, Mary R. John, L. A. Mackinnon and Wykeham Meyers, (Pagoda Anchorage), J. Graham, Sir Haviland de Saumarez, Messrs. Andrews and George, Mustard and Co., Fraser and Co., Shanghai Municipal Council (P. W. D.), Shanghai Club, H. B. M. Postal Agent, Wei-haiwei, W. Strom, G. E. Tucker, Geo. H. Charlton, A. R. J. Hearne, F. Lessner, Geo. A. Johnson, H. A. Wilbur, M. J. Weiss, and "Anon."

A Chinese charged in the Mixed Court with running an opium den at 1496 Kashing Road was sentenced yesterday to pay a fine of \$100 or serve three months' imprisonment. Another defendant, proprietor of a place at 571 Woosung Road, drew a similar sentence, and eleven inmates of the two places were fined \$5 each. Among the latter was a Chinese Police Constable attached to the Harbin Road Station.

A meeting of the creditors of the China Land and Building Company, Ltd., in voluntary liquidation, will be held at the office of Messrs. Seth, Mancell and Co., public accountants, 33 Kiangse Road, on April 22 at 4 o'clock in the afternoon.

The annual general meeting of the Shanghai Lawn Bowls Club will be held on April 15 at 5:30 p.m. at the

office of Messrs. Maitland and Co., Ltd., 33-34 Szechuen Road.

News has been received that Dr. A. C. Hutchison of Nanking University is seriously ill with typhus. Dr. Hutchison is one of the best known surgeons in Kiangsi and Chekiang, having served for a large number of years at the Kashiwa Hospital, Kashing, conducted by the Southern Presbyterian Mission.

The execution of Wang Tee, found guilty by the Mixed Court for participating in an armed robbery at the Zung Yien Pawn Shop, Pakhoi Road, on February 27, and handed over to the military authorities, took place yesterday afternoon at the rifle butts by order of General Lu Yung-hsiang, the Shanghai Defense Commissioner.

## NANKING SAILS TUESDAY

The China Mail Steamship Company liner Nanking left Hongkong yesterday morning and will arrive at Woosung at daylight Tuesday morning. The tender, with outgoing passengers for the Nanking, is to leave the Customs Jetty at four o'clock Tuesday afternoon.

## Vessels On Rhine Inspected By Haig

(Reuters Agency War Service) Cologne, April 1.—Yesterday Field-Marshal Sir Douglas Haig inspected, the British navy on the Rhine, after which he departed for England.

## Fukien Men Here Forms Organisation

Band Together To Aid In Reconstruction Of Province After Peace

Fukien residents of Shanghai have organized for the reconstruction of their province after the conclusion of internal peace and have established their headquarters at 136 Hung Chiao Lok Chapel. At a meeting of the organization yesterday, it was decided to ask the Northern and Southern peace delegations at Shanghai to jointly appoint a commissioner for the drawing up of the line of demarcation between Southern and Northern forces in their province in view of the conflicting reports about Fukien received here. They wanted the delegates not to commit the same error as occurred in the case of Shensi.

## Japanese Division Starts For Siberia

Prince Nashimoto Commands The Sixteenth Which Will Relieve Men Of Seventh

(Reuters Pacific Service) Tokio, April 4.—The 16th Division, commanded by Prince Nashimoto, of the Imperial family, will start on the 7th for Siberia to relieve the 7th Division.

## HELLO, DADDY!

Did you buy your

## "Unions" at SILBERMAN'S?

Well, he showed mother one of the finest lines of underwear for gents ever seen, which he has just unpacked.

## B. V. D. UNDERWEAR

IN UNION SUITS AND SINGLE GARMENTS, REISS UNDERWEAR, MORLEY'S LIGHT-WEIGHT WOOL UNDERWEAR, GLOBE TAILOR-MADE UNION SUITS, ETC., ETC., ETC.

Don't forget to tell your friends that they are to be obtained at  
**SILBERMAN'S OUTFITTING STORES**

(The store across the road from the Astor House)

## CORONA

The Personal Writing Machine

The improved Model 3 Corona embodies all the essentials of a perfect correspondence typewriter.

It has a positive ribbon shift, a line lock and release, adjustable carriage tension, back spacer—in fact, more labor saving devices than it would seem possible to incorporate in a six pound machine.

The Corona Typewriter Co. has published an attractive booklet called the "Personal Touch in Typing." If you are interested in coronatyping—write for this booklet—it's free.

SOLE AGENTS:

**DODGE & SEYMOUR (China), LTD.**

89-91 Rue Montauban



# I. S. S. PREMIUM BONDS

In the next drawing, April 15th, 1919, there will be

**4 First Returns of \$2,000.00 Each**

AND

**More than 800 other returns from \$1,000.00 to \$12.00 each**

APPLICATIONS RECEIVED ON OR BEFORE APRIL 14TH WILL PARTICIPATE IN THIS DRAWING

**Bonds in Force April 5, 1919, \$16,030,000.00**

LEIGH C. WINTERS,

Special Representative.

**INTERNATIONAL SAVINGS SOCIETY**

100 AVENUE EDWARD VII

J. BEUDIN and M. SPEELMAN,

General Managers



# WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

## HOW TO FURNISH THE NEW HOUSE

Last week we gave you some saving hints on the furnishing of the Bedroom, Dining Room and the purchasing of the House Linen. Now we come to the care of the inner man and offer you many big values in kitchen ware

## THIS WEEK "FITTING UP THE KITCHEN"



**"ACME" STEEL FRYPANS**  
Gold handle with lip, as illustration.  
Sizes: 10, 11 and 13 ins.  
Prices: 65, 75 and 85 cts. each



**ALUMINIUM SPECIAL LIGHT FRYPANS**  
Plain finish  
Sizes: 8 and 9 inches  
Prices: \$1.25 and 1.45 each



**GRAVITY LADLES**  
Deep. Diameter of bowl 4 inches  
Price 65 cents each  
Perforated Ladles. Dia. 3 1/2 inches  
Price 65 cents each



**ALUMINIUM SPECIAL LIGHT SAUCEPANS**  
Wonderful value  
1, 1 1/2, 2, 3 pts.  
\$0.90, 1.00, 1.25, 1.75



**ALUMINIUM GRAVITY STRAINERS**  
Polished, extra deep, fine mesh.  
Size 4 ins. Price \$1.50 each



**SOUP STRAINER**  
Heavy White Enamelled  
Size 7 ins. Price \$1.25 each



**Jelly Mould**  
Planished Tin with pipe centre.  
each  
Size 1 pint \$0.80  
" 1 1/2 pints 1.00  
" 2 " 1.25



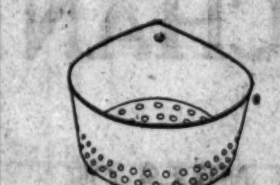
**Combined Potato Chipper**  
Grater and Slicer  
Strong Tin.  
Price 65 cents



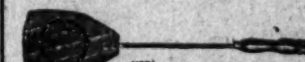
**Flour Sifter**  
Strong Tin.  
Price 75 cts. each



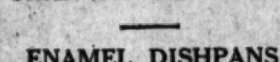
**ALUMINIUM DOUBLE BOILERS**  
Strong quality American made, polished inside and out.  
Sizes: 2 and 4 pts.  
Prices: \$3.75 and 4.75 each



**SINK BASKET**  
Strong White Enamel.  
Sizes: 8, and 8 1/2 ins.  
Prices: \$1.25 and 1.50 each



**CAKE OR FISH LIFTER**  
Strong steel, wood handle  
Price 35 cts. each



**ENAMEL DISHPANS**  
Strong quality, colour brown outside, white inside.  
Size 15 ins.  
Price \$2.25



**POTATO MASHER**  
Bright steel wire with wood handle.  
Price 35 cts. each



**Tin Pie Plates**  
Heavy quality Tin.  
Size 8 inch .. 35 cts. each  
" 12 " .. 55 " "

The "Sunnyside" Dover Range  
The latest and most improved design. The fret extension fits both ends of hot plate. Length of top including extended hob:  
No. 6-35 ins. long. Price \$30.00  
" 7-37 " " " 50.00  
" 8-38 " " " 55.00



**Aluminium Tea Pots**  
Superior quality, ebony handle, polished inside and out. Size 3 pts.  
Price \$5.50 each



**Kitchen Scales**  
American Make Slanting Pail, weighs 24 lbs. x 1 oz. Black Japanned tin Scoop.  
Price \$5.00 each



**"ASTOR" FRUIT AND VEGETABLE SLICERS**  
Indispensable to good cooking and dainty service, much quicker than a knife, easy to work, made of hardwood and Bright Tin, with directions. Size 4 1/2 by 13 1/2 inches.  
Price 65 cts.

**THE "NEW YORK" ALUMINIUM KITCHEN SET**  
6 Pieces, consisting of:-  
1 ..... Ladle 8 1/2 inches bowl  
1 ..... Fish Slice long handle  
1 ..... Soup Strainer 4 1/2 inches  
1 ..... Gravity Strainer 3 1/2 inches  
1 ..... Measuring Cup  
1 ..... Funnel  
Complete with hanging rack.  
**Special Price \$1.50 set**



**Perfect Cake Pans**  
Loose bottom, Strong Tin.  
Size 8 ins. .... 40 cts. each  
" 9 " ..... 50 " "



"Griswold" combination meat and food choppers, similar to illustration. Does not mangle or mash, but cuts clean. Pure tinmed throughout, 4 cutting blades.  
110 111 112 " 113  
\$3.75, 4.50, 5.50 and 7.50



**American Muffin Pans**  
Deep, size of holes 3 by 1 ins. Plain, Polished Tin.  
6 Holes ..... 45 cts. each  
9 " ..... 65 " "



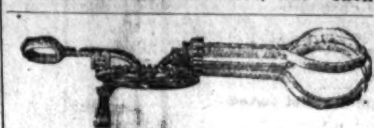
**"GRISWOLD" FAMOUS AMERICAN WAFFLE IRONS**  
Strong cast iron with patent cold wire handles.  
Size 8 ins. to make 4 waffles.  
Price \$3.50 each



**SHALLOW SAUCE PANS**  
Without covers, heavy quality, enamelled. White inside, Blue outside.  
Sizes: 5 1/2, 6 1/2, 7 1/2, 8 pints  
Prices: \$1.00, 1.25, 1.50, 1.75 each



**ALUMINIUM POLISHED STEWPANS**  
Polished, very thick quality. English made, Size 10 inches  
Price \$5.50 each



**DOVER EGG BEATERS**  
Very strong and serviceable.  
Price 35 cts. each



**ALUMINIUM FRYPANS POLISHED**  
Extra heavy quality.  
7, 8, 9, 10, 11 ins.  
\$1.50, 1.75, 2.00, 2.50, 3.00



**GRAVITY STRAINERS**  
Strong quality, wood handle, fine wire gauze.  
Sizes 4 and 4 1/2 ins. 40 and 45 cts. each



**EGG WHIPS**  
Strong tinned wire, length 10 1/2 inches  
Price 15 cts. each



**BASTING SPOONS**  
Heavy quality, tinned iron.  
Sizes 11 1/2, 13 1/2, 15 1/2 ins. 35, 45, 55 cts.



**HARDWOOD ROLLING PINS**  
White revolving centre, polished handles.  
Most convenient size.  
Price 75 cts. each



**KITCHEN FORK**  
Strong tinned steel, wood handle, length 13 inches  
Price 25 cts. each



**ENAMELLED GRIDS**  
Strong Cast Bars  
10 Bar ..... Price \$3.50 each  
12 " ..... " 3.75 "



**LEMONS QUEEZER**  
Strong tinned iron.  
Price 50 cts. each



**AMERICAN IRON SKILLETS**  
With short handle and double lips. Very strong.  
Sizes: 9 9 1/2 10 1/2 11 11 1/2 pints  
Prices: \$1.50, 1.75, 2.00, 2.25, 2.50 each



**WASH BASINS**  
Heavy quality White Enamelled.  
Dia. 10 1/2, 12, 13 1/2, and 14 1/2  
Prices: \$1.00, 1.50, 1.75 and 2.00



**ALUMINIUM COLANDERS**  
Highly polished, very strong and serviceable.  
Sizes: 9 and 10 inches  
Prices: \$2.75 and 3.00 each



**ALUMINIUM SAUCEPANS**  
With ebony handle. American made, polished inside and out.  
4 6 8 12 pts.  
\$3.00, 3.50, 4.50, 5.50



**SOUP BOILER**  
Cast iron, Enamelled White inside. Makes perfect soups.  
Sizes: 4, 7 and 12 pints  
\$4.50, 6.75 and 8.75 each

Next Week. Beds, Bedding and other Sundries

# WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

TERMS: CASH at time of purchase or on delivery of goods



### China Political Notes From Chinese Press

The Peking Government has formally endorsed the Japanese proposal for the elimination of race discrimination at the Paris Conference expressed the hope that the proposal will meet with the approval of all the Allied Powers.

Parliamentarians of the Anfu Club declared that their opposition to the 'Eighth Year Domestic Loan' was on account of the fact that it was not submitted to Parliament for approval. If the proposal is submitted, the loan will be duly approved.

The cinematograph films taken at Shanghai of the examination and burning of the opium stock have reached Peking and will be screened on April 7 at the Peking Y.M.C.A. Prominent members of the political and educational organizations have been invited to attend the first show.

General Chin Ying-pung, the Minister of War, cancelled his leave of absence Friday.

General Chang Tso-lin, Tachun of Fengtien, telegraphically recommended the appointment of General Fu Liang-tao, former Tachun of Hunan, to some important office on the border.

The Government is reported to have recognized the appointment of a Consul-General for the Czechoslovakia at Shanghai.

### TELEGRAMS IN EUROPE

The Commercial Pacific Cable Company announces that the following advice received yesterday from their head office: Cablegrams in plain language may now be accepted for Poland and Austria, but not Hungary. The service is uncertain.

Commercial messages are now accepted at senders' risk for inhabitants of German territory on the left bank of the Rhine in Allied occupation. Personal or domestic messages are only allowed members of forces.

### Passengers Arrived

Per P. and O. s.s. Dunera from Bombay: Captains Leslie, Fryer, Greer, Bunbury, Sydney-Smith, Jones, Purvis, Preston, Cuthbert-Smith, Thorpe, Curle, Rice, Yarlowski, Alleebrook, Taber, Bukmenker, Lieutenants Sonprinovitch, Harski, Ludomirski, Misses Costina, Banock, Cameroes, Baturine, Perry, M. Jones, Lennox, Mrs. Baturine, Mrs. Yevdulia, Mons and Mrs. Banvaia, Sir and Lady Thackersey, Mr. and Mrs. Lilladhor, Sir M. Vinesvaroev, Dr. and Mrs. Mehta, Dr. Dhargalkar, Mr. and Mrs. Gordia, Mrs. Abdulla, Mrs. Buyers, Mrs. Enklaur, Dr. and Mrs. Riverre, Messrs. C. S. Creach, B. Z. M. Hewitt, K. Urano, Yukul, Mshitari, Ogawa, Hayashida, Khasan, D. Shearer, Baboo, Danladada, Williams.

Per M.M. s.s. Andre Lebon from Yokohama: Messrs. C. de Gruzewski, Andrews, Levin, Mr. and Mrs. Gan-

nechevich, Mme. Ackermann; from Kobe: Mr. and Mrs. Linn, Messrs. Stepanor, Smilla, Elie, Baret, Orange, Murray, Miranski, Grigoneff.

Per P.M. s.s. Ecuador from San Francisco, etc.: Mrs. A. W. Butler, Mrs. Mary and Master John Cantorovich, Misses Mary Cantorovich, Jane Cantorovich, Helen Cantorovich, H. F. Minna, Helen Oliver, Mrs. Irene Erickson, Mrs. Arthur Heaney, Mr. and Mrs. L. Jacob, Mrs. W. F. Oehlmann, Mr. and Mrs. B. P. Oliver, Lieut. H. B. Ollerdsen, Mr. and Mrs. A. R. Richardson and Infant, Master A. R. Richardson, Mr. and Mrs. Howard Stephens and Infant, Mr. and Mrs. E. J. Sharp, Masters Robert and Gilbert Sharp, Misses Ruth and Barbara Sharp, Messrs. W. A. Adams, James H. Brand, A. Bird, H. G. Blanton, Lewis Caldwell, L. Everett, John Harvey, R. C. Mackay, James F. Owsley, Yung Chung-li, Ying Yuen-chin; through passengers for Manila: Mrs. J. C. Arnold, Mr. and Mrs. John Baker, Master Sydney Baker, Lieut. J. H. Burke, Mrs. C. F. Baldwin,

Comdr. and Mrs. W. Druley, Mr. and Mrs. C. Henriques, Misses Una Jones, C. Sonnberg, Mary Templeton and maid, Ruth Willard, Mr. and Mrs. Frank Meinke, Master Chas. Martin, Mrs. Vida Parker, Mr. and Mrs. H. W. Reynolds, Mr. and Mrs. F. Rustant, Mrs. Rola Royer, Mr. and Mrs. Joseph Schwartz, Mr. and Mrs. R. Spofford, Masters R. Spofford, Jr., Homer Spofford, Col. Lucien Sweet, Mr. and Mrs. E. E. Selp, Mrs. E. Templeton, Mr. and Mrs. H. M. Whitmore, Mr. and Mrs. Leon Willard, Messrs. G. P. Bradford, H. O. Chandler, H. Eddod, Wm. Elsermann, Ira Galehouse, J. Hind, E. J. Johns, J. B. Leung, J. McCandless, H. McCubben, A. E. Schalk, S. Tokuda, M. A. Whipple, J. Watt, J. A. Wight, Wm. Werry, W. Williams; for Hongkong: Mr. and Mrs. Wm. E. Casselberry, Misses C. Casselberry, F. Frayne, Mrs. Geo. Newcomer, Mrs. M. Newton, Messrs. J. Bellis, J. R. Borch, F. A. Davenport, W. D. Kraft, H. Koyald, E. W. Murphy, G. G. Peters, C. W. Roberts, C. W. Wallich.

## SPRING TIME



LUX TIME

## Your Skin Needs Protection

Do you know why it is that your skin is often so rough, dry and "tight"?

The reason, as Dr. William Allen Pusey points out, is that "the skin because of the unnatural dryness loses its power of resistance." It cracks and breaks, becomes painfully rough and red. Dr. Pusey goes on to say that "the secret" in preventing and curing rough skin is to make up the deficiency of lubrication which the skin is failing to supply for itself.

### The Invisible Protection your skin needs

Just before you go out, apply a little Pond's Vanishing Cream. It provides just the protection your skin needs to keep it soft, fine-textured and lovely.

Use it on your hands and face. It is instantly absorbed by the skin, leaving not the slightest trace of a shine. Notice the soft, velvety texture—the transparent, natural coloring it gives the skin.

Use it every day. Do not be afraid to apply it while dressing. It disappears immediately and will not soil veil or gloves.

Whenever you want your skin  
to look its best

Before going out in the evening, or whenever you want your skin to look particularly well, apply a little Vanishing Cream, as a finishing touch. It actually seems to smooth out all the tired lines, and makes the face feel wonderfully refreshed. It gives your skin the transparency and softness everyone so much admires.



POND'S EXTRACT COMPANY'S  
**VANISHING CREAM**  
Sold Everywhere



Wholesale from the Sole Agents:  
**DODGE & SEYMOUR (China), LTD.**  
89-91 Rue Montauban Telephone, Central 322

# GETZ BROS & Co. OF THE ORIENT, LTD.

## IMPORT AND EXPORT MERCHANTS

HEAVY-METAL DEALERS

WE ARE DAILY RECEIVING CARGOES FROM AMERICAN MILLS OF

## IRON AND STEEL

SPECIFICATIONS AND QUOTATIONS ON

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TIN PLATE  
COPPER RODS  
BRASS TUBES  
BARBED WIRE

WIRE NAILS  
FLAT SHEETS  
ROUND-FLAT-SQUARE  
BARS-PLATES-SHEETS  
OLD AND NEW WIRE

### BRANCHES:

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HONGKONG  
TIENTSIN  
CANTON  
TOKYO  
KOBE

HOME OFFICE  
SAN FRANCISCO, CAL.

OFFICES—SAMPLE ROOMS

FAR-EAST HEADQUARTERS

SHANGHAI

13 NANKING ROAD

### AGENCIES:

SINGAPORE  
SAIGON  
BANGKOK  
BOMBAY  
CALCUTTA  
COLOMBO

CABLE ADDRESS  
"GETZORIENT"



## AMERICANS ARE STUDYING FOREIGN TRADE PROBLEM

American Enterprise And Labor Call For Definite Program Of Action

### WIDER FIELDS NECESSARY

Practical Leaders In U.S. Will Discuss Problem Of Financing Exporters

Chicago, Feb. 25.—What is believed to be one of the most important foreign trade assemblies ever called into session in the States is fore-shadowed in the preparations for the annual convention of the National Foreign Trade Council, scheduled to meet in this city on April 24, 25 and 26.

The sudden ending of the war has brought the country face to face with the problem of maintaining present prosperity and standards of living. To do this, war industries must be converted, fighters must be employed, surplus products and capital must find foreign outlets, and newly-built shipping must be operated in accord with a sound maritime policy.

The convention will be peculiarly well equipped to make the answer. It will be composed of men who are the actual practical leaders of the foreign trade of the United States. Every agency of productive enterprise in this country—agricultural, commercial, financial, industrial, labor and transportation—will take part in the convention through its leading representatives. There will be delegates from every section of the country.

**Discuss Maritime Policy**  
The great trade encouragement organizations of the Government—the consular service, bureau of foreign and domestic commerce and bureau of markets—will be fully represented.

It is expected that the session of the convention will discuss broadly the need of maintaining our foreign trade from the point of view of our increased industrial productive capacity; of our increased capacity for investment, both abroad and at home; the importance of maintaining full and adequately paid employment of labor, and from the point of view of our national fiscal policy.

One general session will be devoted wholly to the subject of the American merchant marine, with discussion of American shipbuilding, of the operation of ships from the point of view of the provision of cargo, the establishment of trade routes and organizations of concern-

tration centers abroad for return cargoes; the operation of the American navigation system in comparison with the navigation systems of other maritime nations, and finally, a discussion of American national maritime policy.

Another general session will be devoted to the broad consideration of general foreign trade problems. **Financing Foreign Trade**

There will be several group sessions, probably eight in number, for the intensive consideration of the means and methods that may best be employed to insure the imperative expansion of our foreign trade. It is in these group sessions that the answer to the question "how" will be made.

One of them, for instance, will deal with the vital question of the support that banks and bankers are prepared to give to this new foreign trade movement—how it is to be financed. Another will deal with the subject of co-operation in foreign trade and will report the experiences of several of the export combinations formed under the new Webb law.

There will probably be a group session devoted to the interesting and important subject of advertising for foreign trade, and especially to the foreign advertising mediums and the methods of their use. There will also be group sessions dealing with the work and problems of the foreign trade merchant and with direct selling methods for exporting manufacturers.

### Code Of American Flag

The American flag is frequently abused and put to uses not in keeping with the dignity of that for which it stands. The following code has been drawn up for its use by the Daughters of the American Revolution.

The American flag is the Symbol of the Brotherhood of Man. It stands for Courage, for Chivalry, for Generosity and Honor. No hand shall touch it roughly; no hand shall touch it reverently. Its position is aloft; to float over its children, lifting their eyes and hearts by its glowing colors and splendid promises; for under the Stars and Stripes are opportunities unknown to any other nation in the world.

The Government commands the people to honor their flag. Men and boys should uncover as they pass the vivid stripes which represent the life blood of brave men and the stars which represent high aspirations and federal union.

When the flag is passing in parade or in review the people should, if walking halt, and, if sitting, arise and stand at attention.

The flag should be raised at sunrise; lowered at sunset.

In decorating, the flag should never

be festooned; always hung flat. It should never be placed below a person sitting.

It shall not be used as a staff, a whip or a covering for tables or to hang in doorways or windows.

The only customs sanctioned for the use of the flag as a covering are by the Army and Navy to spread upon their honored dead and by the church to envelop a pulpit or an altar. The only flag which ever floats above it is the church pennant to typify "God above Country."

It shall not be marred by advertisement; nor desecrated on the stage.

It shall not be worn as the whole or part of a costume.

It is not the plaything of the hour; it is the birthright of privilege and integrity.

When the flag is flown at half-staff as a sign of mourning it should be hoisted to full staff at the conclusion of the funeral. In placing the flag at half-staff it should first be hoisted to the top of the staff and then lowered to position.

When the flag is used in unveiling a statue or monument it should never be allowed to fall to the ground, but should be carried aloft to wave out,

forming a distinctive feature during the remainder of the ceremony.

Whenever the American flag and another flag are hoisted on the same staff there must be double halyards, one for each flag, and the Star Spangled Banner must float from the top of the staff.

The American flag should never come down for another flag to be hoisted in its place.

In the heart of every American citizen the American flag must have the first and highest place—must be supreme.

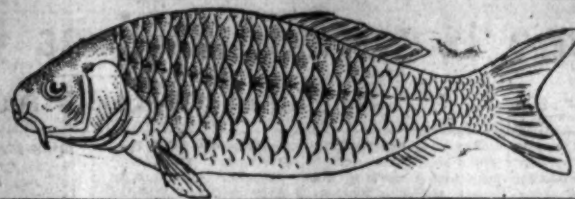
It must always be carried upright. To bear the Star Spangled Banner is an honor; to own one a sacred trust.

The American flag, the Emblem of our Country, is the third oldest national flag in the world. It represents liberty, and liberty means obedience to law.

It was born in tears and blood; it was baptized in blood and tears.

It has floated since June 14, 1777, over a country of benevolence, refuge and progress.

It is the Emblem of Freedom, of Equality, of Justice for every person and creature as it floats unvanquished—untarnished over the open door of free education.



HERRINGS

Would you not be pleased to eat a fat, tender herring, broiled in butter, for your breakfast?

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# Some New Translations Of Chinese Poetry

By Florence Ayscough And Amy Lowell

Translations of Chinese poetry are rare and all the more interesting for that. The translations given below are doubly interesting to Shanghai, because they are the collaborative work of Mrs. Florence Ayscough, of Shanghai, and of Amy Lowell, perhaps America's most distinguished and effective translator of verse, the new poetic medium. They were printed in "Poetry, a Magazine of Verse," the daring publication of Harriet Monroe of Chicago, also an outstanding figure in the world of poetry. Mrs. Ayscough did the Chinese translation and in the theory on which she worked is another daring innovation which must be dealt with in another article—and Mrs. Lowell put the translation into verse. That their work is a fine artistic achievement, embodying the spirit of Chinese poetry as well as the beauty of English poetry, all will agree who read them.

## AN EVENING MEETING

The night is the color of spring mist.  
The lamp-flower falls.  
And the flame bursts out brightly.  
In the midst of the disorder of the dressing-table  
Lies a black eye-stone.  
A golden hairpin has fallen to the ground.  
She leans against a screen,  
Arch, coquettish, welcoming his arrival.  
Then suddenly striking the strings of her table-lute,  
She sings—  
And her face is like rain whitening the Gorge of Wei-chien.  
And like the bright busy movement of the Western Sea.

LA HAI-KU—Nineteenth Century.

## THE EMPEROR'S RETURN FROM A JOURNEY TO THE SOUTH

Like a saint he comes,  
The Most Noble,  
In his lacquered state chariot.  
He awes the hundred living things.  
He is clouded with the purple smoke of incense,  
A round umbrella  
Protects the Son of Heaven.  
Exquisite is the beauty  
Of the two-edged sword,  
Of the chariot,  
Of the star-embroidered shoes of the attendants.  
The Sun and Moon fans are borne before him,  
And he is preceded by sharp spears  
And the blowing brightness of innumerable flags.  
The spring wind proclaims the Emperor's return,  
Binding the ten thousand districts together.  
In a chorused harmony of Peace and Satisfaction,  
So that the white-haired old men and the multitudes rejoice,  
And I also wish to add the tribute of my secret writings.

WEN CHENG-MING—Sixteenth Century.

## ON SEEING THE PORTRAIT OF A BEAUTIFUL CONCUBINE

Fine rain,  
Spring mad,  
Slippery as bean curds.  
In a Red-fled flash, she approaches—  
Red like wine,  
Trottering as though overcome with wine.  
Her little feet slip on the sliding path—  
Who will support her?  
Clearly it is her picture—  
We see here,  
In a crossed-silk dress,  
Her hair plaited like the folds  
Of the hundred clouds.  
It is Man-shu.

CH'EN HUNG-SHUP—Nineteenth Century.

## CALLIGRAPHY

The writing of Li Po-shai  
Is like the vermillion bird  
And the blue-green dragon.  
It drifts slowly as clouds drift;  
It has the wide swiftness of wind.  
Hidden within it lurk the dragon and the tiger—  
The tiger.

The writing of Chia, the official,  
Is like the high hat of ceremonial.  
It flashes like flowers in the hair,  
And its music is the faint, sweet tinkling  
Of jade girdle-pendants.  
But it stands beside the Lang Temple.

Doing nothing

And speaking not at all.

LIANG TUNG-SHU—Eighteenth Century.

## THE PALACE BLOSSOMS

When the rain ceases,  
The white water-flowers of Chang Lo  
Stroll together at sunset  
In the City by the River.  
The young girls are no longer confined  
In the tower pavilions,  
But may gaze at the green water  
Whirling under the bridge of many turnings.

TAI TA-MIEN—Eighteenth Century.

## ONE GOES A JOURNEY

He is going to the Tung Ting lake,  
My friend who I have loved so many years.

The spring wind startles the willows  
And they break into pale leaf.  
I go with my friend  
As far as the river-bank.  
He is gone—  
And my mind is filled and overflowing  
With the things I did not say.  
Again the white water-flower  
Is ripe for plucking.  
The green pointed swords of the iris  
Splinter the brown earth.  
To the south of the river  
Are many cinnamon trees.  
I gather branches of them to give to my friend at his return.

LIU SHIH-AN—Eighteenth Century.

## FROM THE STRAN HUT AMONG THE SEVEN PEAKS

From the high pavilion of the great peak,  
I look down at the green river.  
There is the call of a returning boat.  
The birds are flying in pairs.  
The faint snuff color of trees  
Closes the horizon.

All about me  
Sharp peaks jag upward,  
But through my window,  
And beyond,  
Is the smooth, broad brightness  
Of the setting sun.

Clouds brush the rocky ledge.  
In the dark green shadow left by the sunken sun.

A jade foundation flies,  
And a little stream,  
Thin as the fine thread spun by sad women in prison chambers  
Slides through the grasses  
And whirls suddenly upon itself  
Avoiding the sharp edges of the iris leaves.

Few people pass here.  
Only the hermits of the hills come in companies  
To gather the Imperial Fern.

LU KUN—Nineteenth Century.

## ON THE CLASSIC OF THE HILLS AND SEA

In what place does the cinnamon-red tree of the alchemists seed  
Upon the sun-slopes  
Of Mount Mi  
It pushes out its yellow flowers  
And rounds its crimson fruit.  
Eat it and you will live forever.

The frozen dew is like white jade.  
It shimmers with the cruel light of gems.  
Does the Yellow Emperor regard these things  
Because it is the fashion to do so?

Among people of importance?

TAO CH'EN—Fourth Century.

## A RECLUSE

A cold rain blurs the edges of the river.  
Night enters Wu.  
In the level brightness of dawn  
I saw my friend start alone for the Ch'u mountain.

I gave him this message for my friends  
and relations:  
My heart is a piece of ice in a jade cup.

WANG CHANG-LING—Tenth Century.

## AFTER HOW MANY YEARS

Spring  
The willows near the roadside rest-house  
are soft with new burst leaves.  
I saunter along the river path.  
Listening to the occasional beating of the ferry drum.  
Clouds blow and separate  
And between them I set the watch-towers.  
Of the distant city  
They come in official coats  
To examine my books.  
Months go by;  
Years slide backwards and disappear.  
Musing,  
I shut my eyes.

And think of the road I have come.  
And of the spring weeds  
Choking the fields of my house.

Summer  
The rain has stopped.  
The clouds drive in a new direction.  
The sand is so dry and hard that my wooden shoes ring upon it.

Autumn  
As I walk  
The flowers in the wind are very beautiful.  
A little stream quietly draws a line through the sand.  
Every household is drunk with sacrificial wine.  
And every field is tall with millet  
And pale young wheat.  
I have not much business.  
It is a good day.

Winter  
I will write a poem  
On this sudden brightness.

Autumn  
Hear! Frost is falling,  
And the water of the river runs clear.  
The moon has not yet risen.  
But there are many stars.  
On the opposite bank  
Autumn lamps are burning in the windows.  
I am sick  
Sick with all the illnesses there are.  
I can bear this cold no longer.

## St. John's University News Items

The St. John's basketball team defeated a team from the Shanghai American School on Tuesday, April 1. The score was 13 to 25.

Dr. Y. Y. Tsu, Professor of Sociology, delivered a lecture before the Shanghai Missionary Association at its meeting on Tuesday, April 1. Dr. Tsu's subject was "The Confucian Idea of God."

Mr. Zi Chien, ex-vice Minister of Justice, and a delegate from the South to the Paris Peace Conference, spoke at meeting at St. John's on Saturday evening March 29.

The class of 1909 (winter), in memory of the fortieth anniversary of the University, the thirtieth anniversary of the President, and the tenth anniversary of the class, has given two prizes to the Alma Mater to be awarded according to the following specifications:

One gold medal to be awarded to a Middle School student who produces the best essay in Chinese. One gold medal to be awarded to a college

student who writes the best essay in English.

Upon consultation with the Faculty of the Department of Political Science, the following subject was chosen:

The Present Proposal to Unify China's Railways.

The prizes are to be presented on Commencement Day.

The first Inter-class Chinese Debate was held on Friday evening, March 28. The subject was Resolved, that the establishment of medical schools is more imperative in China today than the founding of engineering colleges. All eight classes were well represented by teams of three debaters each and it is noteworthy, that Mandarin was used throughout except by a few who adhere to the use of the vernacular dialect. The result was that the team representing the Sophomore, Freshman, First Class and Third Class defeated, by a narrow margin, the debaters representing the Second Class, Junior, Senior and Fourth Class respectively.

The second debate will be held Friday evening, April 11. The same subject will be used. The final debate will take place on May 2. The subject will be Resolved, that the export of food grains is advantageous to China.



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# PRESIDENT WILSON'S GREAT BOSTON SPEECH

## Makes Eloquent Appeal For New Ideals Of Peace

War In A Generation Unless United Forces Of World Guarantee Treaty

President Wilson's Boston speech, delivered on his return to the United States from his first trip to France, has never yet been published in the Far East. It is given here in full, not only because it is an historic appeal for the ideal for which he is fighting in Europe on behalf of the American people but because it is a great human document. It presents the President in a new light, in a more serious and human light. It is an appeal direct from his heart to the heart of his fellow-countrymen and it bears within it evidence of the emotional stress in which he has lived in the last three months in this, the greatest test of his career, perhaps the greatest test in the career of any statesman in modern history, in undoubtedly the greatest crisis of modern history. The speech follows in full.

"Governor Coolidge, Mr. Mayor, Fellow Citizens: I wonder if you are half as glad to see me as I am to see you. It warms my heart to see a great body of my fellow citizens again, because in some respects during the recent months I have been very lonely indeed without your comradeship and counsel, and I tried at every step of the work which fell to me to recall what I was sure would be your counsel with regard to the great matters which were under consideration.

"I do not want you to think that I have not been appreciative of the extraordinarily generous reception which was given to me on the other side, in saying that it makes me very happy to get home again. I do not mean to say that I was not very deeply touched by the cries that came from the great crowds on the other side. But I want to say to you in all honesty that I felt them to be a call of greeting to you rather than to me.

"I did not feel that the greeting was personal. I had in my heart the over-growing pride of being your representative and of receiving the plaudits of men everywhere who felt that your hearts beat with theirs in the cause of liberty. There was no mistaking the tone in the voices of those great crowds. It was not a tone of mere greeting; it was not a tone of mere generous welcome; it was the calling of comrade to comrade, the cry that came from men who say: 'We have waited for this day when the friends of liberty should come across the sea and shake hands with us, to see that new world was constructed upon a new basis and foundation of justice and right.'

### World Trusts America

"I can tell you the inspiration that came from the sentiments that come out of those simple voices of the crowd. And the proudest thing I have to report to you is that this great country of ours is trusted throughout the world.

"I have not come to report the proceedings of the results of the proceedings of the peace conference; that would be premature. I can say that I have received very happy impressions from this conference; the impression that while there are many differences of judgment, while there are some divergences of object, there is nevertheless a common spirit and common realization of the necessity of setting up new standards of right in the world.

"Because the men who are in conference in Paris realize as keenly as any American can realize that they are not the masters of their people; that they are the servants of their people; and that the spirit of their people has awakened to a new purpose and a new conception of their power to realize that purpose, and that no man dare go home from that conference and report anything less noble than was expected of it.

"The conference seems to you to go slowly; from day to day in Paris it seems to go slowly; but I wonder if you realize the complexity of the task which it has undertaken. It seems as if the settlements of this war affect, and affect directly, every great and I sometimes think every small nation in the world, and no decision can prudently be made which is not properly linked in with the great series of other decisions which must accompany it, and it must be reckoned in with the final result if the real quality and character of that result is to be properly judged.

### Hearing The Whole Case

"What we are doing is to hear the whole case; hear it from the mouths of the men most interested; hear it from those who are officially commissioned to state it; hear the rival claims; hear the claims that affect new nationalities, that affect new areas of the world, that affect new commercial and economic connections that have been established by the great world war through which we have come. And I have been struck by the moderation of those who have represented national claims. I can testify that I have nowhere seen the gleam of passion. I have seen earnestness, I have seen tears come to the eyes of men who grieve for down-trodden people whom they were privileged to speak for; but they were not the tears of anger; they were tears of ardent hope.

"And I don't see how any man can fail to have been subdued by these pleas, subdued to this feeling that he was not there to assert an individual judgment of his own, but to try to assist the cause of humanity.

"And in the midst of it all every interest seeks out first of all, when it reaches Paris, the representatives of the United States. Why? Because, and I think I am stating the most wonderful fact in history—because there is no nation in Europe that suspects the motives of the United States.

"Was there ever so wonderful a

thing seen before? Was there ever so moving a thing? Was there ever any fact that so bound the nation that had won that esteem forever to deserve it?

### Europe Against Itself

"I would not have you understand that the great men who represent the other nations there in conference are disesteemed by those who know them. Quite the contrary. But you understand that the nations of Europe have again and again clashed with one another in competitive interest. It is impossible for men to forget those sharp issues that were drawn between them in times past. It is impossible for men to believe that all ambitions have all of a sudden been foregone.

"They remember territory that was coveted; they remember rights that it was attempted to expropriate; they remember political ambitions which it was attempted to realize—and, while they believe that men have come into a different temper, they cannot forget these things, and so they do not resort to one another for a dispassionate view of the matters in controversy. They resort to that nation which has won the enviable distinction of being regarded as the friend of mankind.

"Whenever it is desired to send a small force of soldiers to occupy a piece of territory where it is thought nobody else will be welcome, they ask for American soldiers. And where other soldiers would be looked upon with suspicion and perhaps met with resistance, the American soldier is welcomed with acclaim.

"I have had so many grounds for pride on the other side of the water that I am very thankful that they are not grounds for personal pride, but for national pride. If they were grounds for personal pride I'd be the most stuck-up man in the world. All Praise American Soldier.

"And it has been an infinite pleasure to me to see those gallant soldiers of ours, of whom the Constitution of the United States made me the proud commander. You may be proud of the 26th Division, but I commend the 34th Division—and see what they did under my direction! And everybody praises the American soldier with the feeling that in praising him he is subtracting from the credit of no one else.

"I have been searching for the fundamental fact that converted Europe to believe in us. Before this war Europe did not believe in us as she does now. She did not believe in us throughout the first three years of the war. She seems really to have believed that we were holding off because we thought we could make more by staying out than by going in. And all of a sudden, in a short 18 months, the whole verdict is reversed. There can be but one explanation for it. They saw what we did—that without making a single claim we put all our men and all our means at the disposal of those who were fighting for their homes, in the first instance, but for a cause, the cause of human rights and justice, and that we went in, not to support their national claims, but to support the great cause which they held in common.

"And when they saw that America not only held ideals but acted ideals, they were converted to America and became firm partisans of those ideals.

### War Won By Ideals

"I met a group of scholars when I was in Paris—some gentlemen from one of the Greek universities who had come to see me, and in whose presence, or rather in the presence of whose traditions of learning, I felt very young indeed. I told them that I had one of the delightful revenges that sometimes come to a man. All my life I had heard men speak with a sort of condescension of ideals and of idealists, and particularly those separatist, encloistered persons, whom they choose to term academics, who were in the habit of uttering ideals in the free atmosphere when they clash with nobody in particular.

"And I said I have had this sweet revenge. Speaking with perfect frankness in the name of the people of the United States I have uttered as the objects of this great war, ideals, and nothing but ideals, and the war has been won by that inspiration. Men were fighting with tense muscle and lowered head until they came to realize those things, feeling they were fighting for their lives and their country, and when these accents of what it was all about reached them from America they lifted their heads, they raised their eyes to heaven, when they saw men in khaki coming across the sea in the spirit of the Crusaders, and they found that these were strange men, reckless of danger not only, but reckless because they seemed to see something that made that danger worth while.

"Men have testified to me in Europe that our men were possessed

ed by something that they could only call a religious fervor. They were not like any of the other soldiers. They had a vision, they had a dream, and they were fighting in the dream, and fighting in the dream they turned the whole tide of battle and it never came back.

### Nation Proud Of Its Burden

"One of our American humorists, meeting the criticism that American soldiers were not trained long enough, said: 'It takes only half as long to train an American soldier as any other because you only have to train him one way'—and he did only go one way, and he never came back until he could do it when he pleased.

"And now do you realize that this confidence we have established throughout the world imposes a burden upon us—if you choose to call it a burden? It is one of those burdens which any nation ought to be proud to carry. Any man who resists the present tides that run in the world will find himself thrown upon a shore so high and barren that it will seem as if he had been separated from his human kind forever.

"The Europe that I left the other day was full of something that had never felt all its heart so full before. It was full of hope. The Europe of the second year of the war, the Europe of the third year of the war, was sinking to a sort of stubborn desperation. They did not see any great thing to be achieved even when the war should be won. They hoped there would be some salvage; they hoped they could clear their territories of invading armies; they hoped they could set up their homes and start their industries afresh. But they thought it would simply be the resumption of the old life that Europe had led—led in fear, led in anxiety, led in constant suspicious watchfulness. They never dreamed that it would be a Europe of settled peace and of justified hope.

### All Europe Has Spirit Of Hope

"And now these ideals have wrought this new magic; that all the peoples of Europe are buoyed up and confident in the spirit of hope, because they believe that we are at the eve of a new age in the world when nations will understand one another, when nations will support one another in every just cause, when nations will unite every moral and every physical strength to see that the right shall prevail.

"If America were at this juncture to fall the world, what would come of it? I do not mean any disrespect to any other great people when I say that America is the hope of the world; and if she does not justify that hope the results are unthinkable. Men will be thrown back upon the bitterness of disappointment not only, but the bitterness of despair. All nations will be set up as hostile camps again; the men at the peace conference will go home with their heads upon their breasts, knowing that they have failed—for they were hidden not to come from there until they did something more than sign a treaty of peace.

"Suppose we sign the treaty of peace and that it is the most satisfactory treaty of peace that the confusing elements of the modern world will afford and go home and think about our labors, we will know that we have left written upon the historic table at Versailles, upon which Vergennes and Benjamin Franklin wrote their names, nothing but a modern scrap of paper; no nations united to defend it, no great forces combined to make it good, no assurance given to the down-trodden and fearful people of the world that they shall be safe. Any man who thinks that America will take part in giving the world any such rebuff and disappointment as that does not know America.

### Has Fighting Blood In Him

"I invite him to test the sentiments of the nation. We set this nation up to make men free and we did not confine our conception and purpose to America, and now we will make men free. If we did not do that all the fame of America would be gone and all her power would be dissipated. She would then have to keep her honor for those narrow, selfish, provincial purposes which seem so dear to some minds that have no sweep beyond the nearest horizon.

"I should welcome no sweeter challenge than that. I have fighting blood in me and it is sometimes a delight to let it have scope, but if it is a challenge on this occasion it will be an indulgence.

"Think of the picture, think of the utter blackness that would fall on the world! America has failed! America made a little essay at generosity and then withdrew. America said 'we are your friends' but it was only for today, not for tomorrow. America said: 'Here is our power to vindicate right,' and then the next day said: 'Let right take care of itself and we will take care of ourselves.' America said: 'We set up a light to lead men along the paths of liberty but we have lowered it, it is intended only to light our own path.' We set up a great

ideal of liberty and then we said: 'Liberty is a thing that you must win for yourself. Do not call upon us, and think of the world that we would leave.'

### Must Help Smaller Nations

"Do you believe in the Polish cause, as I do? Are you going to set up Poland, immature, inexperienced, as yet unorganized, and leave her with a circle of armies around her? Do you believe in the aspiration of the Czech-Slovaks and the Jugo-Slavs as I do? Do you know how many Powers would be quick to pounce upon them if there were not the guarantees of the world behind their liberty?

"Have you thought of the sufferings of Armenia? You poured out your money to help succor the Armenians after they suffered; now set up your strength so that they shall never suffer again.

"The arrangements of the present peace cannot stand a generation, unless they are guaranteed by the united forces of the civilized world. And if we do not guarantee them, can you not see the picture? Your hearts have instructed you where the burden of this war fell. It did not fall upon the national treasures; it did not fall upon the instruments of administration; it did not fall upon the resources of the nations. It fell upon the priceless homes everywhere where women were toiling in hope that their men would come back.

"When I think of the homes upon which this great hope is disappointed, I should wish for my part never to have had America play any part whatever in this attempt to emancipate the world. But I talk as if there were any question. I have no more doubt of the verdict of America in this matter than I have doubt of the blood that is in me. Nations To Do Great Thing.

"And so, my fellow citizens, I have come back to report progress, and I do not believe that the progress is going to stop short of the goal. The nations of the world have set their heads now to do a great thing, and they are not going to slacken their purpose. And when I speak of the nations of the world I do not speak of the world. I speak of the peoples who constitute the nations of the world. They are in the saddle and they are going to see to it that if their present governments do not do their will some other government shall. And the secret is out and the present governments know it.

"There is a great deal of harmony to be got out of common knowledge. There is a great deal of sympathy to be got of living in the same atmosphere, and except for the differences of languages, which puzzled my American ear very sadly, I could have believed I was at home in France or in Italy or in England when I was on the streets, when I was in the presence of the crowds, when I was in great halls, where men were gathered together irrespective of class. I did not feel quite as much at home there as I do here, but I felt that now, at any rate, after this storm of war had cleared the air, men were seeing eye to eye everywhere and that these were the

kind of folks who would understand what the kind of folks at home would understand and that they were thinking the same things. Back To Do Some Work.

"I felt about you as I am reminded of a story of that excellent wit and good artist, Oliver Herford, who one day, sitting at luncheon at his club, was slapped vigorously on the back by a man whom he did not know very well. He said: 'Oliver, old boy, how are you?' He looked at him rather coldly. He said: 'I don't know your name; I don't know your face, but your manners are very familiar.' And I must say that your manners are very familiar, and let me add, very delightful.

"It is a great comfort for me to think to realize that you all understand the language I am speaking. A friend of mine said that to talk through an interpreter was like witnessing the compound fracture of an idea. But the beauty of it is that, whatever the impediments of the channel of communication, the idea is the same, that it gets registered, and it gets registered in responsible hearts and receptive purposes.

"I have come back for a strenuous attempt to transact business for a little while in America, but I have really come back to say to you, in all soberness and honesty, that I have been trying my best to speak your thoughts.

"When I sample myself, I think I find that I am a typical American, and if I sample deep enough, and get down to what is probably the true stuff of a man, then I have hope that it is part of the stuff that is like the other fellow's at home.

"And, therefore, probing deep in my heart and trying to see the things

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that are right without regard to the America; and in loving America I things that may be debated as ex- find I have joined the great m- pedient, I feel that I am interpret- fority of my fellow men throughout ing the purpose and the thought of the world."

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## DEATHS

LYNBORG.—On April 4, 1919, at the General Hospital, Shanghai, Christian Peter Christensen Lynborg (late of the Chinese Maritime Customs), aged 66 years. Funeral today, April 5, at the Bubbling Well Cemetery, at 4 p.m.

AHRENS.—Our beloved son, Eugene, died at 5 a.m. 5th inst. at General Hospital, after a short illness. The funeral will take place this afternoon, at 5 o'clock, at Bubbling Well Cemetery. Mr. and Mrs. Ahrens.

## Today's Church Services

**Holy Trinity Cathedral.**—Passion Sunday. (Fifth Sunday in Lent). 8 a.m. Holy Communion. 9:30 a.m. Children's Service. 10:30 a.m. Matins: Psalm 22; Dykes in F. Anthem: "Blessed Jesus." Dvorak; Hymns 96, 200, 107. Preacher: Rev. W. Robbins. 11:30 a.m. Holy Communion. 6 p.m. Evensong: Psalm 51; Anthem: "O Saviour of the world." Goss; Hymns 106, 467, 13. Preacher: The Dean. Five minutes before the hour of every service worshippers may sit in any unoccupied seat.

**St. Andrew's Church, Broadway.**—10:30 a.m. Matins and Holy Communion; Preacher: Rev. S. J. Nightingale. 2 p.m. Children's Service. 6 p.m. Evensong. Preacher: Rev. W. Robbins, M.A.

**Union Church.**—Sunday, April 6, 11 a.m. Preacher: Rev. C. E. Darwent, M.A.; Subject: "The stimulus of religion." Chant 134; Anthem: "How lovely are Thy dwellings." (Brahms); Hymns 20, 435, 469, 6 p.m. Preacher: Rev. C. E. Darwent, M.A.; Subject: "The power of the Cross." Chant 34; Choral Hymn "Hail Glorious Light." (Stainer); Hymns 186, 275, 689. 7 p.m. Holy Communion.

**St. John's Pro-Cathedral, Jessfield.**—Evening Prayer in English at

six o'clock. Preacher: The Rev. F. L. Hawks Pott, D.D.

**Shanghai Free Christian Church.**—(Corner of Range and Chapoo Roads). Today's services in the above will be conducted as follows: Morning 11 a.m., by Mr. D. E. Hoste. Evening 6 p.m., by Mr. J. H. Robinson, B.A.

**Christian Science Society of Shanghai.**—Masonic Hall, The Bund. Today's Service 11 a.m. Subject: "Unreality." Sunday School 10 a.m. Wednesday Evening 6 p.m. Reading Room open daily except Sunday 10:30 to 12:30 at No. 21 Nanking Road.

The Rev. Harrison K. Wright of the Christian Literature Society will speak on "The Stewardship of Faith" at the meeting of the Sunday Service League this afternoon at the Martyrs' Memorial Hall, 130 Szechuen Road. The meeting will start at five o'clock. There will be special music.

Professor C. H. Robertson, of the lecture department of the Y.M.C.A., will speak at the American Song Service at the Palace Hotel, at 5 o'clock. His subject will be "Application of Science to the Christian Appeal." Mrs. Bradley will sing.

## Peace Among Nations

THE League of Nations is the third stage, and the most important and hopeful of all, in the evolution of "the peace of righteousness" as the rule of conduct among nations. It is the culmination of centuries of endeavor, for civilized nations have long believed that peace should be the rule, war the exception; that peace promotes the happiness and welfare of mankind, that war is an evil to be abhorred. It is interesting and profitable to consider in this light the advance of the idea of permanent peace which has taken possession of men's minds, because the processes of organic evolution have a way of working themselves through to the end contemplated in nature's law regardless of the puny efforts of men to stay them.

We may take as representing the first stage of this evolution the familiar treaty of amity, of which there are innumerable examples. It is a covenant between two nations in which the purpose to maintain lasting peace is declared. The Treaty of Amity and Commerce negotiated in 1788 between the United States and France declares in its first article "that there shall be a firm, inviolable, and universal peace and a true and sincere friendship between the Most Christian King, his heirs and successors, and the United States of America." In the definitive treaty between the United States and Great Britain at the close of the Revolutionary War it was declared "the purpose of the treaty was to establish such relations between the two countries 'as may promote and secure to both perpetual peace and harmony.'" But there was another war. The Treaty of Ghent in 1814 declared in its first article "that there shall be a firm and inviolable peace between his Britannic Majesty and the United States." So our Treaty of Amity with Prussia in 1795 affirmed that "there shall be in future, as there has been hitherto, a firm, inviolable and universal peace and a sincere friendship between his Majesty, the King of Prussia, and the United States of America."

In all these treaties during the first great stage of the evolutionary process, the principle that peace should prevail among nations, and that it should be permanent, is affirmatively recognized. All nations make such treaties with other nations. But the treaty of amity between two nations failed of its purpose. It did not prevent war. Such treaties have been negotiated for centuries, but the ravages of war were not stayed. Then came the second stage in the process—the agreement of nations to refer their causes of difference to arbitration or adjudication. The treaties entered into after the First Hague Convention are an example of this attempt to secure permanent peace. It was agreed that differences of a legal nature or relative to the interpretation of treaties, if not settled by diplomacy, "shall be referred to the Permanent Court of Arbitration established at The Hague." But it was provided that matters affecting

(Continued From Page 14)

## Two Fatal Bits Of Teutonic Stupidity Cost Germany The War

By Karl H. Wiegand  
(New York Sun)

WHAT the Allies did not accomplish in 1915 they could not accomplish in 1916; the goal now set for 1917, namely, the defeat of Germany, will not be attained by them in that year, nor in 1918. Let them come on. They have lost approximately 15,000,000 men in dead, wounded, sick and prisoners. If they could not win with them they cannot win without them.

There was no tone of boasting in the voice of Field Marshal Paul von Hindenburg and Ludendorff. But there was defiance. The woman of the German war gods spoke with quiet finality as if he believed what he said.

"But if America should come in?" I asked.

"That would not change the situation," interposed Ludendorff, sitting on my right. He thinks and speaks much quicker than the old Field Marshal.

"America is already doing us all the harm she can," added Hindenburg.

"Permit me, Herr General Feld-marshal, don't you underestimate America's vast resources, human and material, and perhaps also the spirit that might be aroused in her people?" I asked. "Judgment and reason would seem to counsel caution against embarking on any course that would draw the United States into the conflict. It is not unreasonable to assume that she might turn the scales against you," I added.

The grim old war god, the idol of the German people, gazed long and deep into the dinner plate in front of him as if he would read the future in the porcelain.

"Not resources as such, but resources through resourcefulness transformed into active fighting power combined with the highest efficiency, that power permeated with the indomitable spirit of a united people imbued with the will to victory of a nation fighting in righteousness," I said.

The place, grand general headquarters of the German armies—in the village of Pless on the vast estate of the Prince of Pless in Silesia near the Russian border. The scene, the dining room in the living quarters of the Kaiser's military adviser and Chief of the General Staff—a large farmhouse. The time, the evening of December 5, 1916. Present, Field Marshal von Hindenburg; his chief of strategy, Gen. Erich Ludendorff; several members of the staff and an American correspondent.

Conversation around the long dining table lulled. Every member of the staff present wanted to lose not a word of the discussion between the two greatest of the German military chieftains and the war correspondent. All eyes were on Hindenburg. Outside the cold December wind moaned dismally through the leafless trees. There was an atmosphere of gravity, as if vital decisions were pending.

There was a momentary expectation of news of the fall of Bucharest could not deter. Only later did I learn that already then the question of a renewal of the ruthless submarine campaign was in the balance.

We had been discussing what in effect was the possibility of the approach of the dusk of the German war gods and the shattering of their Wahalla of militarism, in the very heart of which we sat that evening. Only we clothed our thoughts in more polite terms with due deference to them as my hosts and to me as their guest.

Earlier in the evening I had a chat with Hindenburg in his workshop in the division of operations of the General Staff, located in what had been the administrative building of the big estate. There also he inscribed his name and the date of my visit in my autograph album. He invited me to dine with him and Ludendorff at his living quarters in the house of the superintendent of the estate.

The Kaiser lived in the unpretentious Schloss or palace of the Prince of Pless with the owner as his guest. It was an ugly pile of red brick. General headquarters was 150 miles from the nearest point on the eastern firing line and about 300 from the western front. It was free from that abomination of all abominations—air attacks. Nothing will so quickly transform the saintliest Christian into a cursing heathen with a flow of profanity like would make a mild-driven green with envy as persistent attacks by the "cavalry of the air" upon tired and worn out soldiers and officers.

**Hindenburg Misjudged America**

Ludendorff had started the discussion that evening by asking whether there was any likelihood of the United States joining the Allies against Germany. Copying his own tactics, I had answered with a question: Did Germany intend to renew the ruthless submarine war, condemned by all the world? Ludendorff looked past me to Hindenburg on my left, with that deference to his chief which he always showed in the presence of the old Field Marshal.

One could never tell what might develop in war; war was full of surprises, remarked Hindenburg cautiously. There was no desire, no present intention, to renew the unrestricted U-boat war. "Unless we are forced to do it," here quickly interposed Ludendorff. I did not know what the situation was in America except for what I had read, but I

supposed Ludendorff's expression covered it—"unless we are forced in."

Hindenburg said he did not wish to say anything that might offend my feelings, "but America to all intents and purposes is already the enemy of Germany." His resentment of what he called "America's unjust attitude" cropped out several times, but he was not as brutally frank as Field Marshal August von Mackensen, who in the taking of Przemyśl in Galicia on June 4, 1915, ordered me to be out of the jurisdiction of his army by 4 in the afternoon because "as a master of principle I want no Americans around me." Mackensen was the original anti-American high commander in the German army and an autocrat of autocrats.

"No one questions America's vast resources in men, money and material, but to wield them into a fighting machine takes time—years," remarked Ludendorff. "See how long Germany has been at it."

That was the total error of the German war gods. It showed that they did not have the attribute of military omniscience so often credited to them.

Turning to Hindenburg, I asked him what he knew of revolutionary activity in Russia.

"I am tired of hearing of revolution in Russia," he answered brusquely. "I don't believe in it. Since the first day of the war I have heard nothing but 'revolution in Russia,' and there has been none."

**Wrong About Russia Also**

"I don't believe there will be any until the war is over. Russia is so vast and so loosely organized in the way of communication and transportation—it has no real nervous system, so to speak—that it reminds me of a big jellyfish. You can stick a knife in one part and the rest of it does not even know it."

"My plans are not based upon the possibilities of revolution in Russia. It forms no part of them. I have been fed up on that for two years. If revolution comes, so much the better for us; if it doesn't, I will not be disappointed."

Fatal error number two by Germany's woman. The Russian revolution came in March, three months later. In April after Congress declared war on Germany, Ludendorff's right hand man, bearded to me "the fatal error that we did not know a revolution was coming in Russia." He said, "Had we known that we would not have renewed the ruthless submarine war on February 1, and thus would have averted war with America. A fatal error! A fatal error!" And so it proved.

Notwithstanding the very general belief that the Russian revolution was "made in Germany," I do not think Hindenburg was bluffing when he said on the evening of December 5, 1916, that he did not believe in the talk of a revolution in Russia. Only a month before, on November 8, to be exact, King Ferdinand in Sofia complained bitterly and with signs of much nervousness and impatience that the Central Governments were getting no reliable information from Russia.

"What's going on in Russia?" he asked. "Berlin knows nothing. Vienna can give us no information that can at all be relied upon, and we learn nothing that we ought to know about what is taking place there. It makes me nervous."

It was the last time that Hindenburg and Ludendorff talked with an American until the defeated and crushed old Field Marshal received a delegation of correspondents, including me, some Americans, in his headquarters at Cassel a few weeks ago, and pleaded for an amelioration of armistice conditions. Ludendorff, who wanted to become the new Iron Chancellor of Germany, was not there. He was gone. He got from under—somewhere he fled. His whereabouts is unknown.

Hindenburg remained to take his medicine along with his people. That alone should prove which of the two leading German military figures was truly the greater. It recalls what an officer of his staff remarked to me in December, 1914, after the severe Austrian defeat by the Russians at Ivangorod, forcing Hindenburg to fall back for more than fifty miles.

"Hindenburg was never in a victory than in defeat," said he.

**The Idol of Germany**

Much has been written about those two figures in Germany's stand against the greater part of the world, and not a little by writers who never saw or talked with them. Much more will be written about those two personalities and their actions by historians of the future. I have given some of the conversation of that evening as affording a psychological glimpse into the make-up of the two men who were conceiving the plans and directing the military operations not only of Germany but in a general way of her allies, Austria-Hungary, Bulgaria and Turkey as well. They did not know of the spirit that they did believe in what was to be "the impossible," the speed with which the American people could convert raw resources into the finished product, into a colossal fighting machine. They did not know that a revolution was coming in Russia, first to help them, later to engulf them.

When I asked Hindenburg what would happen if the bond of a "united people" and the "will to victory of a nation" were broken, he

had declared essential to success should no longer exist, he answered with an expressive movement of the hand which I interpreted as meaning "the game will be up."

"Das kommt nicht bei uns" (that will not take place with us), he said. But he was mistaken.

So much has been written about Hindenburg and Ludendorff that I will give my personal impressions of them. In August, 1916, Germany, with the "blooms" resting heavily upon the people, was suddenly electrified by the news that the popular idol, Hindenburg, had been placed at the head of all the German armies to succeed Falkenhayn. Until then Hindenburg had been only commander in chief in the East.

The spirits of army and people rose. I was the first foreigner in Berlin to hear K. Maximilian, Harden having called me up on the telephone and told me some hours before it became public. Officers in the Adlon Hotel, when I told them, threw their arms around one another for joy.

Gen. Erich von Falkenhayn, who had been Minister of War and had been named by the Kaiser to succeed Count Helmuth von Moltke as Chief of the General Staff some time after the German defeat at the first battle of the Marne, had proved no greater success. Hindenburg and Ludendorff had traveled a road of triumphal victories that led into the heart of the people. Falkenhayn achieved nothing spectacular. The masses did not take into consideration that the French, the British and the Belgians were not the Russians.

Falkenhayn's fall, despite the Kaiser's favor, became only a question of time after the rivers of blood in his ill-fated Verdun venture, so often attributed to the Crown Prince.

The Kaiser did not particularly want Hindenburg as chief of his armies, a post which carries with it the position of chief military adviser to the monarch. The grim, blunt old Field Marshal had never been a personal favorite of his. Had he not retired some time before the outbreak of war, report said, because he had told the Kaiser some plain truths? The Kaiser was willing to heap honors on him, but preferred that for personal contact Hindenburg remain in the East.

His cold reserve, rough granite-like appearance and short, brusque manner, so sharply in contrast with the polish, suavity and almost Frenchlike courtliness of manner and magnetic personality of Falkenhayn, never appeared very strongly to the "Oberste Kriegsheer." Then, too, Hindenburg was independence personified.

There was nothing of the courtier about the warrior of the Mauritanian swamps. He was not given to flattery, but was given considerably to criticism. When he became gruff and spoke his mind freely his words had the tone of a lashed whip. Much the time he was taciturn, something Wilhelm II. never could stand. The Kaiser was very impressionable and anything around him that aroused of gloom depressed his spirits. To offset that, however, Hindenburg had a rocklike confidence upon every occasion; though taciturn he was never dispirited and it was believed that he would be able to steady the Kaiser.

But the Kaiser resisted for a long time the pressure to name the hero of the East. Less than a year before had Hindenburg not slowly and with unrelenting deliberation, unbuckled his sword and quietly laid it on the table before his highest war lord with, "Then, your Majesty, I am no longer in command here," when the Kaiser had impulsively insisted upon some changes in the Field Marshal's campaign plan in the East. A member of Hindenburg's staff related the incident to me.

The Kaiser would much have preferred the more courtierlike and bendable Mackensen for Chief of Staff, but next to Falkenhayn Mackensen was the most unpopular high commander with army and people. And as there were many reports of friction between Falkenhayn and Hindenburg it was known as well that Hindenburg had no particular love for Mackensen, whose victories were largely credited to the military genius of his chief of staff, Major-Gen. von Seeckt, often called the "second Ludendorff."

Mackensen was a great favorite of the Kaiser, but intensely disliked by the Crown Prince because he had so often tattled to the father about the son when young Wilhelm was under Mackensen's discipline. I had been with Mackensen, in 1914 near Lodz when he commanded Hindenburg's Ninth Army. His Quartermaster-General at the time was Colonel, later Major-General Sauerberg, who executed Edith Cavell.

That Hindenburg cult reached the height, always dangerous to a hero or popular idol, where it became increasingly difficult to live up to it, and it was certain to wane the moment he no longer could make the people happy with victories.

Ludendorff was a close second in popular favor. He was, so to speak, the new Siegfried, the mythical hero of Germany, come to life again. He also was looked upon somewhat as a reincarnation of the Moltke of 1870 in military strategy. There was much dispute as to which of the two was really the greater one. In the army, as among the people, there were two opinions, but neither ever felt quite certain. One could never come from general headquarters without the question being asked, "Do tell us, which is the real genius?"

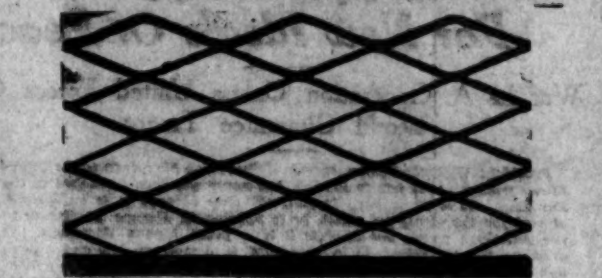
The two men were very different from each other. Hindenburg was cold, distant, severe, but had the reputation of being just, and was believed to be well liked in military judgment. His appearance was rough, his face looked as if it had been out of an oak tree with a dull axe. He had the typical square head which could easily be drawn with four lines. He had small pig eyes deeply set. The dominant note in his face

(Continued on Page 15)

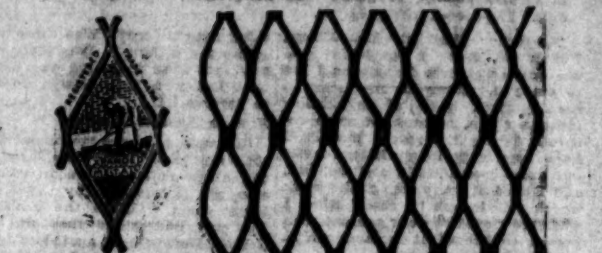
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## Musical Matters

By B. B. Barry, Mus. Bac.  
Correspondents wishing to draw attention to musical matters, or to ask questions should address the writer, care of The China Press, enclosing real names and addresses, not necessarily for publication.

Seeing that the concerto concert on Monday last has awakened interest in orchestral matters one may again request those responsible for the Municipal Band Sunday concert to turn their attention to the placing of players on the platform. One need not reiterate the arguments in favor of the raised tier extending upwards from the conductor. The advantages, for audience, players and conductor are so obvious. The arguments can of course all be met by the type of mind that finds insuper-

able obstacles in any change, however simple and inexpensive.

There are enough problems of sound with the orchestra, without wilfully complicating them.

With any known system of placing there is the inevitable difficulty of disposing strings to right and left of the conductor. This so far has no satisfactory solution. A first-class fully equipped symphony orchestra averages sixteen first violins and an equal number of seconds. Most students of orchestration are aware that to bring into prominence a second violin melody while all the firsts are playing requires special consideration of the "placing" of the seconds. Musical means of reinforcing them have to be found. Either the composer directs part of the firsts only to play, or the string tone is sacrificed by being helped out on a wind instrument. If neither of these is desirable the composer submits to the loss of his melody and marks the firsts to play at a lower dynamic value than the seconds, not daring to hope that more than one conductor in ten will be able, or even willing to insist on his marks being carried out.

"It is well known that the sound of a single violin is far preferable to that of two playing in unison, and it is not till the number reaches at least four that the collective effect in unison is satisfactory." This is due, it may be remarked, to the minute differences of intonation that must always exist even when the music is performed by a group of first-class exponents. Incidentally the same facts make it possible for a solo violin in a concerto to "stand out" from the string ensemble.

Cecil Forsyth in his exhaustive work, "Orchestration," says: "This question of placing the strings on a platform is a real difficulty and there are many things to be said about it from many points of view" (p. 378). Again with regard to the second violins being on the conductor's right he says: "That is to say they are in

a position of maximum inefficiency. The result is that dynamically they are about equal to half the number of first violins." The composer is recommended that he "cannot, as a rule, rely on the same melodic distinction from the two violin groups" (p. 379). Some acquaintance with the problems that are "unavoidably present in any orchestra should convince the authorities as to the desirability of removing others peculiar to Shanghai, like the huddling together of players on a flat surface. There will remain enough knotty problems to keep any conductor busily employed. It has not yet been suggested that the erection of a proper orchestral platform will solve all the band problems. But it would be a commencement and an encouragement to hope for further improvements.

April 22, 1914, he was made Major-General and placed in command of an infantry brigade in Strasbourg. When the war broke out Ludendorff was assigned to Gen. von Emmich as Chief Quartermaster of the latter's forces, the first to attack Liege. In the storm on Fort Fleron on August 6 Prince Wilhelm of Lippe, Gen. von Buelow and Gen. von Wussow, the but commanding the Fourteenth Infantry Brigade, were killed by the fire of the brave Belgians.

Von Wussow's brigade, through the loss of its commander, hesitated and began to waver. Seeing that, Ludendorff immediately took command of the brigade and personally led it in a charge on the Belgian line north of Fort Fleron. Ludendorff's attack was successful, and the Germans broke through. After the capture of Liege, credit for which was given to Emmich, the Kaiser summoned Ludendorff to make a personal report to him. He was so pleased that he threw his arms around Ludendorff and conferred upon him the Pour le Merite cross.

By the middle of August Gen. von Prittwitz, one of the Kaiser's favorites, was badly defeated by Gen. Rennenkampf and his Russians in East Prussia. The General Staff decided that the Kaiser's favorite must be cashiered. Impressed by the decision, initiative and energy displayed by Ludendorff in the attack on Liege, Gen. von Moltke, Chief of the General Staff, recommended to the Kaiser the appointment of Ludendorff as Chief of

Staff in the East and Hindenburg, the old warrior of the Masurian swamps, as commander in chief in place of Prittwitz. The latter was reported to have committed suicide because of the disgrace of his removal, but he is or was still living quietly in Berlin when I left there.

At 3 o'clock on the afternoon of August 22 Hindenburg received a telegram on his estate near Hanover, saying that he had been selected for an important command and to hold himself in readiness to leave the following day. The telegram did not state what the command was. Half an hour later a second telegram arrived stating that Major-Gen. Ludendorff had been named as his chief of staff and would arrive between 3 and 4 o'clock that night on a special train from Namur. Hindenburg was to be at the station ready to board the train.

At 7:30 finally came a telegram telling Hindenburg where he was destined to go and that he had been appointed to the command of the army in East Prussia. When Mackensen and Francois were making a desperate stand against Rennenkampf and Samsonoff. The track was cleared for the Hindenburg-Ludendorff special from Hanover to Marienburg in East Prussia.

During the rest of the night and the next day Hindenburg and Ludendorff worked out their plans, which resulted in the defeat of the Russians in the Masurian Lake battles of Tannenberg, Neidenburg and Ortelsburg. Samsonoff committed suicide. Friction between him and Rennenkampf is supposed to have contributed largely to their disaster. Hindenburg himself remarked to me once, "Had Rennenkampf and Samsonoff co-operated, or the one known what was happening to the other, they could have crushed me."

When I asked Hindenburg about the reports that thousands of Russian soldiers had drowned in the lakes, a very popular story in Germany, the old Field Marshal replied, "Nonsense! Just a legend which the people will insist on having. I doubt whether you will find 150 dead Russians in the lakes."

Hindenburg, who had defiance to the Allies and who said "the war will go to the side that has the strongest nerves" now knows which side that was. Whatever place future historians will give him, it will be said that he was not great enough for his mental horizon to extend beyond the borders of Europe. But it will be credited to him that he took his medicine with his people. The same cannot be said of Ludendorff, who followed the example of the Kaiser and the Crown Prince.

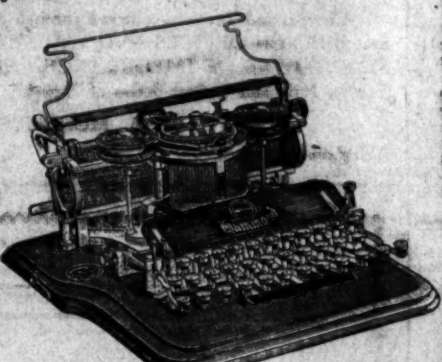
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## Two Fatal Bits of Teutonic Stupidity Cost Germany The War

(Continued from Page 12)

was grim, ironlike will and determination to the point of "brutality," especially when in repose, but that "precision" was greatly modified when he spoke. In manner he was short, brusque, but seldom unkind; in speech, terse and laconic. He was at that time regarded not only as a great military leader but also a sort of patriarchal father of his people.

Ludendorff is more than fifteen years younger than Hindenburg. The former has a finer head and a more intellectual face. He has rather large, bulbous eyes in contrast to Hindenburg's deep set small eyes. Ruthless, forcefulness, the forcefulness of the master rather than the tenacity of the bulldog, is the dominant note in his face.

Terse and laconic as Hindenburg was, Ludendorff was even more silent. Hindenburg would upon occasion talk; Ludendorff seldom. At that, he had qualities which rendered him more amiable and likable. He could be very sympathetic and was warm, temperamental, had a keener and quicker mind, was excitable and at times "blew up" when things went wrong. He was a thinker, schemer and planner.

"His face, much more sensitive than that of Hindenburg's, often reflected his thought, while that of the old Field Marshal was always sphinxlike. Capt. Caemmerer, now dead, their personal adjutant to Hindenburg, summed up for me the two currents of opinion running in headquarters regarding the two men.

"We worship Hindenburg, but we love Ludendorff," he said. The Two Leaders Compared In action Hindenburg was conservative, cautious, deliberate and slow. He weighed things carefully. Ludendorff was aggressive, forceful, impetuous, eager and impatient. One had the impression, and that impression was often strengthened by men at headquarters, that of the two he was the thinker, originator and conceiver of plans.

Hindenburg rested, weighed, examined, passed upon and approved or disapproved them. Ludendorff was dynamic power, the driving force and the inspiration; Hindenburg was the balance, the control, the brake when necessary, and the hand on the throttle. Every morning about 7:30 Ludendorff reported to Hindenburg the night's reports, his suggestions and new plans. The Field Marshal passed upon them, approved, modified or added his own ideas.

There was a strong streak of Teutonic fatalism in Hindenburg. What God decreed would be and was good. Ludendorff tried to leave nothing to chance. The Field Marshal had a soldier's contempt for politics. "What more can they give me?" he once said to me. When I suggested the Chancellorship, he answered brusquely, "I would not thank them for that."

He declared he had no further ambitions. Ludendorff, on the other hand, was inordinately ambitious. He had a fondness for and studied politics assiduously. Often he used Hindenburg's name for political purpose and effect. Not really understanding politics or the part that psychology plays in it, he used Hindenburg's name more and more until it lost its potency with the people. Some asserted that Ludendorff had done that deliberately to diminish or destroy the Hindenburg spell with the people.

Ludendorff had ambitions, great ambitions. His friends said he was the logical man to become Chancellor, to direct both the military and political destinies of Germany, that he would be a new Iron Chancellor, a combination of a Bismarck and a Moltke. Ludendorff, it appeared, had some such thought.

More and more indolently crept the thought through the German army and among the people that not Hindenburg but Ludendorff was "the great one."

burg but Ludendorff was "the great one" of those strange military twins. Openly it was stated that "Ludendorff made Hindenburg." Gradually Ludendorff's influence with the Kaiser increased as that of Hindenburg, who would not meddle in politics more than he was forced to, waned.

Ludendorff, Practically Dictator By the fall of 1916 Ludendorff was practically dictator. He was dominating not only the military but also the political situation. The Kaiser leaned more and more on him. There is little doubt that he persuaded the Kaiser to make the spring offensive of 1918 and that that was a Ludendorff and not a Hindenburg offensive. The Fuehrliche Rundschau, one of the military organs of Berlin, stated specifically that the responsibility for Germany's appeal to President Wilson for an "armistice" rested solely upon Ludendorff, upon whose personal initiative it was made. The game being up, he then resigned and disappeared.

Hindenburg comes of a family of the old but lesser Prussian nobility. He was retired from the army in 1911 and will be 72 in October. He was wounded in the war with Austria in 1866 and fought as lieutenant in the war with France in 1870. His brother is a writer.

Ludendorff, although a commoner— he has declined patents of nobility— is a descendant of King Erik XIV. of Sweden, and to Sweden he is reported to have fled. He was born in Krusvenia in the province of Posen. His father was a Landwirt or farmer on a large scale. One brother left Germany and settled in the East Indies. Another took to astronomy and became the chief astronomer in the Astro-Physical Observatory in Potsdam.

Ludendorff's grandfather was a prominent merchant in Stettin and married Ada Lovisa Lager, a Swedish girl. The latter was a direct descendant of Virginius Erich, a Swede, a son of King Erik XIV. of Sweden by Agda Pehrsson, the daughter of a rich Finnish merchant with whom he contracted a "left-handed union." King Erik was poisoned in 1577 at the instigation of his brother.

In 1909 Ludendorff married Frau Margarethe Perret, a widow with four children, who was the daughter of a manufacturer. There were many legends about Ludendorff's appointment as chief of staff to Hindenburg in August, 1914. There was nothing mysterious about it. But the popular mind in Germany, as elsewhere, clings to romance.

Hindenburg's Appointment In 1913 Ludendorff commanded an infantry regiment in Dusseldorf. On

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# The Real Nat Goodwin And His Art

By Willis Steel  
(New York Sun)

## Play Producing Incident Throws New Light On His Character

It is a ghastly act to drag from a theatrical producer's dusty shelf a manuscript, rubber stamp "This play is dead," and it would be an excuse that it was gone to show why the play failed. The simple fact is reason enough for the theatrical profession. Such a fact is at once surrounded by them with a solemn silence which betrays the presence of death.

But if examination should be made to find out why a certain actor failed to make good in the play, that might excuse its temporary resurrection. The failure here in mind is one with which the recently deceased Nat Goodwin had a good deal to do. He helped make over the piece, he produced it and he played the hero. The question whether Goodwin was justly appraised or not by his contemporaries may have some light thrown on it by the history of his connection with this "dead one."

Orhand it would seem to prove that his judgment as a producer was at fault; but this statement, even if confirmed by investigation, proves nothing, for it is a professional belief that the judgment of plays by most actors is worthless. That it showed also his art insufficient to save the play is nothing, for there is the factor of the audience comes in. Actually, the only safe and sound conclusion from the MSS. that Goodwin as a manager accepted and produced, leaving himself as a principal, is that he had waited so long in his career before doing it that audiences had grown up to comprehend that "the play's the thing."

A river of crocodile tears have been shed on the evanescent glory of the actor. Of most of the great comedians, however, there were legends accompanied by echoes which for a considerable period after death still kept their memories green.

In the instance of Goodwin there is a legend also, but rather a sordid one, and so far there have been no echoes.

It is to ask if this discrimination is fair; and to couple the question with corollaries that the distinction of the MSS. referred to has been done. How easy it is to accept the commonplace that Goodwin was a great actor, indifferent to his art, that he threw himself away on parts not worthy of it and that his careless treatment of these did bare justice to them and less than justice to himself. The branding iron if not needs but a light hand.

Early in the theatrical season of 1914 Goodwin returned from London to produce in New York as a partner of Charles Frohman a low comedy by W. W. Jacobs, an amusing writer who has remained more acceptable as an author of stories than as a playwright. The characters in this London water-side comedy were strange to our playgoers, but more so than those in "The Better Ole," which has so certainly caught on. But the Jacobs comedy proved to be a one night affair, and at the commencement of the season Goodwin found himself without a medium and Frohman found himself with a star on his payroll for whom he had no employment. The manager turned over to the actor a script written for Lionel Barrymore and scheduled for production, with this young actor in the lead, in the early part of 1914.

To the author of this play, which minor said Goodwin had "made over," these questions were put: Is it true that Goodwin practically rewrote your play and made himself as responsible as yourself for its failure? Did you find him a helpful collaborator or an obstructionist? As actor, in your judgment, was he a creator or a mere mimic?

These questions brought from the playwright an account of his work with Goodwin that may very well serve as the basis of a consideration of the actor's art.

"As the poor author of the play is question," said the playwright, "I may announce a full endorsement of the truth of the apothegm that 'whom the gods would destroy they first make mad,' for I was delighted with the substitution of Goodwin for Barrymore. To have a famous actor produce and perform in a play of mine seemed too good to be true. Barrymore by comparison was unknown. Truly the actor who got away with the moral shortcomings of the hero needed the help of youth, which Goodwin hadn't; but I believed he could assume youthfulness. I went to the rehearsals with an uplifted spirit."

Goodwin and his wife Maxine Elliott were living in her house on West End Avenue and I went there to read him the play. Right away I found that much I had accepted as the real Goodwin was not in the man. They had told me that he was careless, unimpeachable, as frivolous as some of the parts he had appeared in and made famous. These were but the lighter faults of his character which dear friends had mentioned. Other reprehensibilities, if he had them, I did not suppose would be revealed to me. They never were. I may say in parentheses, but neither were the ones I list.

"Goodwin listened with close attention, and what he said of the character he was to assume and of the people and conditions among which this hero was to move had not only his undivided attention but they called out his experience and his powers of analysis of human motives, which were more than considerable. In that first reading he told me of things in my people which I did not know existed. This was natural; the piece was an adaptation and the book author, not I, had selected the characters. If he had not created them, in addition, a collaborator, Clyde Fitch, had as his part of the work thrown into the third act a

scene of melodrama hardly consistent with the rest of the play, although powerful and moving in itself. Therefore I was really only partially to blame.

"In Goodwin I found a better collaborator than any I had ever worked with. His grasp of situation was complete, his gift of dialogue was good and he was as concerned about concealing the mechanism of a very mechanical piece as a seasoned playwright would have been. Chiefly I took away from this first interview the impression of a man who loved his profession and spared no pains to get the best out of it. Hard work seemed pleasant to him, as work always does when it's the kind one is born to do."

"At this time and at other subsequent dates of working over the piece Goodwin showed great consideration for the author and he never asked to have anything done to swell the part he was to play."

"That answers one of our questions. Our work together served to make me better acquainted with him than actor and author commonly grow to be. He told me of his life and ambitions. He had lost money and prestige recently, but parting with his place on Shooter's Hill, near London, had apparently discouraged him more than his non-success in persuading audiences to accept him in Shakespeare. Here are some of the things he said to me:

"Every actor in America who begins as I did has to live down his past. It is as a 'low comedian' that my countrymen insist on seeing me; they simply will not forget that I went on to the stage through the door of burlesque."

"When they finally accepted me as Nathan Hale I thought I had won them over. Hale was the role of a hero and it required art to make a stage hero of him, I mean if the actor trying it was a man whom audiences for two generations had been accustomed to laugh with and at. Then I dared to put on Shakespeare. I didn't play Hamlet, but chose the role master seemed to have given me reason to play. I was Bottom, I was Shylock. Did I have a chance in either? Not a look-in. A veritable stranger would have succeeded better. All the money I spent on these two plays was lost when the curtain went down."

"So much for Goodwin's 'quote.' Now for the third question: 'Was Goodwin more mimic than actor?' I suppose that any man with a right to be on the stage must have some of the quality of the mimic. If he isn't holding up the mirror to a single specimen of humanity then he has selected physical and mental traits from several which he tries to blend into a character. Goodwin did his blending unconsciously, because he was not merely a mimic, but a born actor. It was only when you asked him why he did a certain thing that he would try to trace a tone or action to its source and then he used his mind. He could always trace them, but he seldom made the effort because he knew instinctively that they were true."

"The fact that he did not em-

broider a character laboriously is partly responsible for the Goodwin legend. The people who long ago accepted the man as the best actor on the American stage—there were and are such people—also accepted the legend without doubt. He passed for an actor with a disinclination to work and one so well endowed by nature that he didn't have to work. Acting to him was merely part of a life broken up by spells of sport, gambling and drinking to excess, and by other spells of what we may call philandering. His profession was no more serious than his marriages. He was the spoiled child of women and of the stage. That is the legend."

"It is absurd on the face. To play for forty years, creating innumerable characters, to give the public his best except in times of desperate discouragement, to fail and rise again always fresh, always new—his last appearance in 'Why Marry?' seemed as lively and spontaneous as any part in his vast repertoire—to work for this long time and leave an estate valued at \$4,000 and then have men call him the spoiled child of the stage does seem ironic."

"Besides, Goodwin's acting, simple as it appeared, was not spontaneous; it was an effect of art. The actor labored at his audiences as at his means. In an episode of the melodrama which is serving to bring out these traits he toiled for days to compel his voice to give out a note, half complaining, half appealing, a cadence which instinct told him was needed there. It is human to 'pull' his 'natural' actor because while he was extremely artificial he had the wonderful facility of never seeming so."

"Of course there were ways in which this natural force went wrong. He couldn't 'dress' a part unless tradition dictated the clothes. He thought it did in my play and went ahead to get his costume without consulting with anybody. There was in the part he played in this melodrama a dim suggestion of Bret Harte's famous gambler, Oaklums, who shoots himself in 'The Outcasts of Poker Flat' and Nat hurried up an old picture of this saturnine gentleman and copied the costume faithfully. I shall never forget the horrid spectacle he had made of himself for the dress rehearsal. He came out with a black wig of long curly hair, surmounted by an old-fashioned silk hat and wearing a swallow tail coat of Continental cut. The Nat Goodwin whom audiences knew was completely submerged."

"Miss Elliott hurried behind the scenes and that costume was never worn again."

"After the production in the Broad Street Theater in Philadelphia, a performance played against a brass band and a political procession outside, I went behind: 'Well, old man,' said Nat, whimsically, 'another lemon. They tell me there's too much melodrama and too little Goodwin. Frohman thinks he can fix it up tomorrow—but I felt the cold air. Don't worry; we'll have some fun for a couple of weeks and then I'll go West.'"

"Next day a rehearsal under

Charles Frohman lasted all day, and the 'fat' that Goodwin had given to the women was put back in his part. It was too late, and subsequent audiences confirmed the first verdict that this play was decidedly not the thing."

"On the road to Boston Nat took his second failure of the season more seriously. He began to ask himself if he was endowed with the ability to pick winners or to produce them afterwards. At times he felt despondent, but never for long. His spirits, really buoyant under depressing conditions, held up pretty well. If he had trusted to them always and not tried meretricious excitement when they failed to respond he would have been in better condition to change the verdict on his new vehicle, when it met with a great popular success in his old home. But he was sensible that the crowded houses in Boston were due to his popularity and he never changed his mind about getting out of the failure as soon as possible."

"To imagine our stage getting along pretty well without Goodwin's comedy is easy enough. The talents of which he was so prodigal, that wrong seeing people assert he 'threw away,' had never for all but a conventional and arbitrary value, but there are 'has-beens' who will remember and regret the sound of his voice, so finely corresponding to the sentiment it expressed, while they religiously assign him his rightful place in the noble company of 'good, old actors.'"

## LONDON HOME PLANNED FOR BRITISH TEACHERS

Headquarters Would Be Center For Educationalists From All Parts Of Empire

London, March 2.—All parts of the British Empire are likely to be interested in the bold scheme for a new Imperial teachers' headquarters to be established in London under the auspices of the League of the Empire. At present teachers visiting Great Britain have nowhere in particular to go, either to reside or to meet friends or educationalists. They take their chance, and they miss many opportunities of securing comfortable quarters, of mental improvement, of hearing addresses by leading men and of exchanging views with fellow teachers. The League proposes to alter this.

The new headquarters, which are to cost £50,000, will be a residential

club of great magnitude, will possess a first-class library, and will offer facilities for private gatherings and public conferences which it will arrange. It will help forward, too, the interchange of teachers which the public schools and the other educational authorities—such as the London County Council—are finding so helpful. When the sum is secured, all will be ready by the autumn, since existing buildings can be utilized.

To help with the raising of the sum needed, the rooms will be "named" after the chief donors, whether they be individuals, organizations or districts, and there will also be mural tablets recording the help from both Great Britain and Overseas. The sum of £500 will "name" a bedroom, and £5,000 a reception room. Queen Alexandra and the Duke of Connaught, both of whom are strong supporters of the movement, have each "named" reception rooms. Smaller sums will secure mural tablets, and the names of all the donors will be recorded in book form for permanent remembrance of how the scheme was inaugurated, more especially as it is to be a war memorial of the services and patriotism of the teachers of the Empire in the war.

Lord Balfour is the Hon. Treasurer, at General Buildings, Aldwych, London, W.C., and those Overseas who wish to help have only to write to him, notifying that they will undertake the representation of their part of the Empire, and indicating how they propose to operate. At the end of their efforts the sum collected can be forwarded to him, but in the meantime the Hon. Organiser, Mr. Frederic E. Collins, at the same address, will gladly assist in every way possible. The British Government is, it can be stated, warmly sympathetic to the scheme and its objects.

## Peace Among Nations

(Continued from Page 12)

scrupulous respect for all treaty obligations and the dealings of organized peoples with one another. The Powers signatory to this covenant adopt this Constitution of the League of Nations.

No man could have the hardihood to set himself against the attainment of these ends. The aim is what Theodore Roosevelt, in 1914, in advocating the establishment of a league of nations, called the "peace of righteousness." All the peoples on earth fervently desire such a covenant among the nations, an agreement not to make war, to refer to arbitration or for a hearing and decision those disputes which hitherto have so often resulted in bloody strife. It seems to us that Senators of the United States who oppose our entry into the League of Nations

without suggesting some substitute for the League, some other plan by which the purposes of the League may be accomplished, are breasting the current of an irresistible public opinion which will sweep them away. He opposes the League's Constitution as drafted, but his criticism is constructive; he suggests amendments, changes which might make the plan acceptable. Even though he sets himself in opposition to the plans of the President, to the plan that fourteen nations represented at Paris have unanimously approved, we still consider him a friend of the League, as one wishing to help the

foundation idea to approval in a better form. But the Senate of the United States will hear from the people, and we have no doubt of the quality of the admonition it will get. In the homes from which men have gone into the war, in the homes into which mourning has come, among men of large affairs to whom war is a peril and a curse, among the men who represent the average business concerns of the country, great and small, among right-thinking men, the hope is universal that out of the Conference at Paris there may come a covenant of the universal nations against war, an agreement that peace shall be the binding rule of conduct.

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# George Washington's Days Still Live In Fairfax County

## Picturesque Region In Virginia, The Oldest County In America, Made Famous By First President Still Retains Atmosphere Of Colonial Times And Customs

By Ernest Wallis Buck

A sweet, most tranquil land, curiously untouched by time is George Washington's county of Fairfax in Virginia. Electricity and gasoline have failed to drive from it the stately charm of the days of Fairfaxes, Fitzhughs, Masons and Washingtons. So broad in that region of bland, unglaring sun is a hushed, thrilled morning of the throbbing early Potomac spring and you will be bewitched, for you will be looking to see Squire Washington himself riding down a red, brown road under the billows of young green that cloud all the views.

Everywhere the trees frame some scene that is as much of his time as ours. Slumberous under Virginia's sun stretch wide pastures that for more than two centuries have fed sleek herds and noble horses. High porticoed mansions, before which his coach often drew up, stand there, almost unchanged, the stamp of "the old Virginia" in a modern day when modern men well close in a crowded land. Aged churches, aged court houses stand fast there, holding to their past in a United States that has otherwise little time or patience for clinging to old traditions. Roads lead from the great victory at Yorktown. Everywhere remains the stamp of "the very noblest, purest, bravest, best of God's men," and of the gallant men and women who were of his company. Oldest County in America.

It is not merely imagination that perceives this stamp of past history in lovely Fairfax county. The stamp is real. It has been imprinted by steady time for this region between the red Potomac and the red Rappahannock is the oldest man made county in America. It is today more than three centuries ago that Capt. John Smith set out from Jamestown, the first settlement in America, to cruise up the Chesapeake Bay and ascend the Potomac to Great Falls, where he landed and set the white man's foot for the first time on the soil that now is Fairfax county.

Two hundred and seventy years ago the isolated settlements that had sprung up along all the river were organized into Northernham county. It was a wide and opulent land, this Northernham county, and all owned by one man—Thomas Lord Culpeper, to whom there had been given by Charles II. the territory between the Potomac and the Rappahannock, from Chesapeake Bay to the Potomac's headwaters in the far Alleghenies.

The great domain, estimated at 5,282,000 acres, still was owned by his descendant in George Washington's day—Thomas, sixth Lord Fairfax, Baron of Cameron, grandson of Lord Culpeper. He maintained a lordly house, Greenway Court, where Washington was a favorite guest. It was this Lord Fairfax who gave him his first important work by engaging him to survey part of the vast estate, and it was this Lord Fairfax who lived to see his protégé capture Lord Cornwallis and the army under him.

When the domain was heard that now, he called to his black servant, according to tradition: "Come, Joe! Carry me to my bed! I'm sure that it's high time for me to die!"

A ballad written at the time says:

Then up rose Joe, all at the word,  
And took his master to his arm,  
And to his bed he softly led,  
The lord of Greenway farm.

There he heaped on Britain's name,  
And off he walled his lord's bed;  
Then sighed: "Thy will, O Lord, be done!"  
And word spoke never more.

All those great holdings were known then as "The Northern Neck," and the settlers enjoyed only "comparative safety from Indian depredations." As late as 1755 the House of Burgesses of Virginia province authorized payment of "10 pounds sterling for every Indian enemy above 12 years taken prisoner, killed or destroyed."

A Rich And Hospitable Land

But the Virginian settlers had no such Indians to fight as those fierce, unyielding warriors who fought New England's settlers under the leadership of the great King Philip. Neither had the Virginians the combative, unyielding winters as those of Massachusetts, or such a reluctant soil. The Potomac and the Rappahannock watered a rich and fruitful country under a kindly sky, where great savannahs lay almost ready for the plough, while the broad, sheltered streams made easy roads to the sea.

Men became rich there quickly, and they became rich as planters, not farmers. In England, people spoke of the transatlantic country as "the golden Virginia," and what made them golden was the golden Virginian tobacco.

Everywhere were the "rolling roads"—Virginia's famous highways that earned their name because along them there rolled the great hogheads of tobacco, with pine driven in them to serve as axles that horses and mules might drag them to the river ports of Colchester at Occoquan Ferry and Alexandria.

The charters making these two towns ports of entry were obtained by Major Lawrence Washington, George's half brother, who represented Fairfax county in the Virginia House of Burgesses. The House of Burgesses talked and legislated in terms of tobacco. Courts levied fines in tobacco. Even church fees were paid in tobacco. A Fairfax county minister's salary of that time is recorded in Fairfax Court House as "16,000 pounds of tobacco per annum." A prerogative of the vestry of the Established Church was the right to appoint "Processioners" to enumerate tobacco plants in the parishes.

Virginian currency consisted largely of notes representing tobacco in warehouses. The Sheriff's fees were in tobacco. He got 250 pounds of Virginia tobacco for hanging a felon, twenty pounds for pillorying offenders, ten pounds for putting unpopular persons into the stocks, twenty pounds for flogging them and the same quantity for ducking scolds.

By decree of the lawmakers, it was ordered that a pillory, a pair of stocks, a whipping post, and a ducking stool were to be erected in convenient proximity, and the county falling to pro-

vide these handy ornaments was to be fined 5,000 pounds of tobacco.

Members of the House of Burgesses were paid 150 pounds of tobacco a day. In Fairfax Court House there are records showing that the traveling expenses of the members from that county to the capital at Williamsburg were 1,440 pounds.

A law passed in 1661 provided that any person refusing to have a child baptised by a "lawful minister" should be fined 2,000 pounds of tobacco, half of which was to be paid to the informer.

The same amount was the fine for stealing a hog, but there was a further provision that in case of inability to pay in tobacco, the thief must serve one year to the despoiled owner and one year to the informer. This solid rule for property rights in hogs was due not so much to virtues inherent in Virginia hogs as to hogs as to the fact that Virginia planters turned their hogs loose to forage for themselves in woods and swamps, and thus hog stealing was a crime against the community akin to cattle rustling in the later days of the Western open ranges.

Only one other member of the annual Kingdom was estimated at a still higher price in tobacco. This was a member of genus Homo. A law passed in the same year (1661) provided that "every Shipmaster bringing any Quaker to the colony" was to be fined 5,000 pounds.

Nearly every planter had hogs by the thousands that fattened without thought of labor on his part—ill of the field, as it were. Possibly this unearned increment added flavor to the already divine flavor of Virginia hams.

Had "Countless" Hogs

On Gen. Washington's land there were so many hogs that the inventory which accounts for all other live stock minutely contents itself with referring to them as "countless." A record of the plantation house shows, however, that 150 were slaughtered annually for the use of the family and the negroes.

The whole Virginia system was a system of large land holdings, cultivation of which was made possible, of course, by the slave system which few had begun at that time so much as to question. George Washington grew up in a region where men counted their possessions not by hundreds of acres, but by thousands. The county of Washington, where he was born, had been split into new counties, each enormous in extent. Thus Stafford county had sprung from Westernmoreland, and Prince William from Stafford, and Fairfax, to which George was brought by his father when he was 5 years old, had been just hewn from Prince William.

In Fairfax county his half-brother Lawrence, son of his father's first marriage (to Miss Dandridge), acquired a big tract on the banks of the Potomac from the Fairfaxes, into which family he married. He named the estate Mount Vernon, in honor of Admiral Vernon of the British navy, under whom he had served as volunteer at the siege of Cartagena; and it was this estate which appears to have been the first large and rich possession that came into George Washington's hands.

Lawrence Washington died shortly before the French and Indian war began, and when Major (later Colonel) George Washington of the Virginia militia returned in 1754 from his first unucky expedition against the French at Fort Duquesne, on the Ohio, he went to Mount Vernon, which had become his by inheritance, and there began that painstaking study of agriculture, systematic land improvement and continuous acquisition of new land, which at last made him the most extensive planter or farmer in the republic and one of its richest men.

Washington's Great Holdings

His total land holdings in 1799, when he died, were 56,475 acres. Of these 5,500 acres were in Fairfax county alone and about 7,000 were in various other Virginia counties. He had rivers, 5,000 in Kentucky and 1,000 in 35,000 on the Ohio and Great Kanawha New York State. The value of the Virginia lands averaged \$10 and \$20 an acre, and the others averaged \$5 and \$10 an acre, altogether the value of his estate in land alone (without counting his Fairfax county lands, whose value was not estimated in the will) was set down at \$444,803.

According to a memorandum that he drew up in 1787 his home plantations and 580 acres in grass, 400 in oats, 700 in wheat and 700 in corn, while several hundred were given over to barley, buckwheat, potatoes, peas, beans and turnips. There were 250 or 300 negroes continually busy as field hands. The live stock consisted of 140 horses, 120 cows, 256 work oxen, 500 sheep and 500 pigs.

The whole value of our first President's estate as set down in the document preserved in Fairfax county court house was as follows:

8,666 acres in Loudoun and Fauquier counties	\$38,556
2,226 acres in Berkeley county	44,720
571 acres in Frederick Co.	11,420
240 acres in Hampshire Co.	2,600
400 acres in Gloucester Co.	2,600
373 acres in Nansemond Co.	2,984
3,744 acres on Ohio River	97,440
28,841 acres on Great Kanawha	100,000
1,119 acres in Charles and Montgomery Cos., Maryland	9,828
254 acres in Great Meadows, Pennsylvania	1,404
1,000 acres in New York State	6,000
3,051 acres in Northwest Territory	15,251
5,000 acres in Kentucky	10,000
Total 50,975 acres	\$444,803
Lost in Alexandria, Winchester and Warm Springs (all in Virginia)	\$24,322
Stocks and bonds	35,212
Personal (except slaves)	15,653
Great Dismal Swamp interest	20,000
Grand total	\$520,000

In addition 5,500 acres in Fairfax Co.: Clifton Neck or River Farm 2,000 acres; Mansion House Farm 1,200 acres; Union Farm 1,000 acres; Dogue Run Farm 1,300 acres.

There was no high cost of living in those days. To appreciate how com-

fortable that fortune of more than a half million was one should study the hotel rates of Gen. Washington's day. A court order dated 1755 fixing prices of lodging and entertainment for man and beast in the Virginia Inns is preserved in the Fairfax records and is:

A hot diet with small beer or older ..... 1 shilling  
A cold diet ..... 2 pence  
A quart of mutton ..... 2 shillings 6 pence  
A quart of rum made into punch with loaf sugar ..... 6 pence  
A gallon of corn or oats ..... 4 pence  
Stabling and fodder for horse ..... 2 shillings  
24 hours ..... 6 pence  
Night's lodging with clean sheets, 6 pence otherwise nothing.

Travelers of any social standing did not need to burden their purses with even these modest charges in Virginia. The hospitality of the landed proprietors was proverbial and literally boundless, and none would suffer that any stranger of any distinction should stay in any inn while there was a room in any Virginia gentleman's home. Horsemen, servants, everything was at the guests' disposal.

Few Real Luxuries Then

Yet, famous as the lavishness of the province was, it was lavishness in food and drink rather than in other luxuries. The rooms of beautiful Mount Vernon are furnished simply enough, and even the master's bedroom in the mansion is almost tiny, one, the reverse of luxurious, while the chamber known as "Lafayette's room" assuredly would be disdained by the guests of a modern American country house.

Woodlawn, eight miles from Mount Vernon, which George Washington gave to his adopted daughter, Nellie Custis, is the most pretentious of old plantation homes remaining in Fairfax county as memorials of Washington's time, and its rooms are far larger and more elaborate. But there was little of luxury anywhere, as we understand luxury. Coaches, none too large, that labored over roads none too good, provided the only means of conveyance besides saddle horses. As a matter of fact, the coaches were, as a rule, reserved for the women while the men rode.

But it was a spacious and dignified though simple life, with little that was splendid or dainty, and that owners of the spreading acres lived no life of idleness despite the free black labor that they owned. Fairfaxes and Washingtons, Masons and Broadwaters, Fitzhughs and McCartys were true to the principles of citizens of a republic. They busied themselves in projects of roads by land and water to open up the country round about. They sat in Legislature and local assemblies. They rode to court and sat as Magistrates and court officials.

Fairfax county had a monthly court. This monthly court system was 100 years old when George Washington was born, for it had begun in 1428 in the original county from which Fairfax was formed. It lasted for 275 years, till it was abolished by the Constitutional Convention of 1903. Among the Justices were Washington and his neighbors of that day—William and George Fairfax, Barons no longer; Charles Broadwater, Lewis Elzy, John West, Daniel McCarty and John Turley.

Good citizens as they were, there is a little record in Fairfax county house which suggests that eminent early Americans were not always superior to the frailties of ordinary flesh in matters of taxes. On May 21, 1760, the Grand Jury handed down a report: "We present George and William Fairfax, George Washington, John Carlyle (and thirteen others) for the entering their wheel carriages agreeably to law." As there is no succeeding record of any "distraint" on the properties of bodies, it may be concluded that they paid the tax.

Custodian Of Washington Relics

There is a proud gentleman in Fairfax county who guards these "Washington" relics on the property time with a fine priestly solicitude. He is

certain that the said original document so stolen as aforesaid is now in the custody and control of one John Pierpont Morgan, a citizen of the State of New York, who has declined to restore the same to the archives of the said county of Fairfax, although he has been informed of the circumstances of its removal therefrom and has been requested to restore the same; now, therefore, 1. Be it enacted by the General Assembly of Virginia, that the Governor of this Commonwealth be, and he hereby is authorized and directed to cause formal demand to be made on the said John Pierpont Morgan for the return of the said last will and testament of Martha Washington to the State of Virginia.

2. That in event the said demand be not complied with within a reasonable time, the attorney-general of this Commonwealth is hereby authorized to institute in the Supreme Court of the United States of America and prosecute to final conclusion, in the name of the Commonwealth of Virginia, such suit or suits at law or in equity against the said John Pierpont Morgan, his heirs or assigns, and such other person or persons as may be proper, in order to enforce the right of the Commonwealth of Virginia to the possession and custody of said document, and the attorney-general is hereby authorized to associate with him in the prosecution of said suit the Commonwealth's Attorney of Fairfax County, Virginia, and such other attorney or attorneys as the board of supervisors of Fairfax County may request to be associated with him, provided that the compensation, if any, of such associate attorneys shall be provided for by the said board of supervisors of Fairfax County.

3. Upon the recovery of the possession of the said document, it shall be delivered to the clerk of the Circuit Court of Fairfax County, Virginia, for deposit and safe keeping among the archives of Fairfax County.

In view of the importance of the immediate restoration of the paper to its proper place as one of the records of the clerk's office of the County of Fairfax, an emergency is hereby declared to exist, and this act shall be in force from its passage.

Suit was filed in the United States Supreme Court, but there was no trial of it. Mr. Morgan proposed to Governor Stuart of Virginia to return the will, providing it was placed in Mount Vernon, on the ground that Fairfax county had no adequate safeguards for it. The County Board of Supervisors declined the proposal flatly, and in the end the will was returned to the Governor, who forwarded it to the county where it now is carefully preserved in the old court house.

Mementos Of The Civil War

Besides its Washington records, Fairfax county has the mournful honor of commemorating the first Southerner to die in the civil war. A monument erected before the building records it with this epitaph:

MARR.

This stone marks the scene of the opening conflict of the war of 1861-1865, when

JOHN Q. MARR,

Captain of the Warrenton Rifles, who was the first soldier killed in action, fell 800 feet S. 46 feet W. (mag.) of this spot, June 1, 1861.

Erected by Marr Camp, C. V. June, 1904.

Capt. Marr was Sheriff of Fauquier county and brother to Fannie Marr, the Southern poet. The old court house bears on its arched doorway the mark of a bullet from a Northern cavalryman's rifle, which was fired in this engagement, and which

is said to have been the first shot fired in the war.

Later in the strife Col. Mosby, the famous Confederate guerrilla leader, crept into Fairfax town and kidnapped General Stoughton of Vermont from the Episcopal rectory without even alarming several thousand Northern troops under Stoughton's command.

Fairfax county also was the scene of the famous killing of Major Ellsworth of the Ellsworth Zouaves. He tore down a Confederate flag from the Marshall House in Alexandria, and the proprietor, James W. Jackson of Fairfax, who had sworn that it should not be taken save over his dead body, shot him as he ran down the steps, only to fall dead himself, shot and bayoneted by Lieut. Frank Brownell of the Zouaves.

The Land Of Our History

On the roads leading through that part of Virginia the war trampled its way angry and red and deep. Yet whoever passes there now will see little vestige of it, except graveyards here and there where, in the summer, Virginia's roses cover the quiet sleepers with passionate beauty.

Quiet and still and peaceful lie the historic highways, once the most stirring of all the thirteen colonies, over which rode old Governor Spotswood with his Knights of the Golden Horseshoe to search for a longed-for pass through the Alleghenies to the rich valleys of the West; where Virginia's Provincials in fringed buckskin rode to join Admiral Vernon for the siege of fever stricken Cartagena, never to return to their Golden Virginia, but to rest on the coral floor of the azure Caribbean or to moulder in the South American graveyards that took the expedition's thousands; where other Virginian buckskins under young Col. Washington followed Braddock on that equally disastrous march into the western wilderness, and where at last Gen. George Washington rode to join battle with Lord Cornwallis, whose surrender made America free.

As Thackeray says in *The Virginians*: "It was strange that in a savage forest in Pennsylvania a young Virginian officer should fire a shot and wake up a war which was to last for sixty years, which was to cover his own country and pass into Europe, to cost France her American colonies, and to create the great western republic; to rage over the Old World when extinguished in the New, and of all the myriads engaged in the vast contest to leave the prize of the greatest fame with him who struck the first blow!"



### EASTER EGGS

Large assortment of Satin Eggs, also in Plain Chocolate.

## BIANCHI

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Tel. Cent. 2264



## HOT CROSS BUNS

### Chang Yu Pioneer Wine Co., Ltd.

TELEPHONE 4467

### White and Red Wines Cognac Brandies

All wines analysed by Dr. Stafford M. Cox, who has certified as to their being free from adulteration or coloring. All tests are fulfilled for naturally-made wines where only the fermented grape juice is used.

### Gold Medal Panama Exhibition

465 Nanking Road  
(Near Fokien Road)

### LATEST MODELS FROM AMERICA

"EXCELSIOR DESIGNS"



The American shoes are noted for their remarkable durability; they outwear shoes of any other make. This means a better value invested by producers as well as consumers.

### ECONOMY TO CONSUMERS

Shipment of latest models received

### The Sincere Company, Ltd.

"UNIVERSAL PROVIDERS"

## The Popularity of Veluria

### Glass Ware

In Shanghai is another evidence of the splendid service it gives.

The ideal lighting for home and office.

The most economical indirect lighting fixtures.

### WIRING INSTALLATIONS - G-E EDISON LAMPS

ELECTRIC SHOWROOM

### Andersen, Meyer & Co., Ltd.

1a Yuen Ming Yuen Road Telephone Central 778



## How The Chinese Masses Feel Toward Foreigners

BY ROVER

(Specially written for THE CHINA PRESS)

To the usual foreign resident of Shanghai or the principal ports where foreigners congregate, immersed in the thousand and one matters of their daily business, a very superficial person of the daily press and the utterances of Chinese statesmen reported therein are the only basis for their knowledge of the things which are vital to this vast people amongst whom we dwell.

Their interest is simply that of a sympathetic observer or a callous bystander as the case may be. Their abode in China is only a matter of a few short years or at most a generation. China to them is simply the market place for the display and bartering of their goods or else a southern land which has to be brought within the field of Christian religion. Very few of them have opportunities to get beneath the veneer of their Chinese neighbors. There are many reasons for this. Principally it is the language difficulty, but it is also because the Chinese who are working for or with foreigners at the big ports are a special class who are removed by their circumstances and environment from the burdens and crushing anxiety about the national future which are so constantly in the thoughts of their brethren in the interior.

But if one leaves the pseudo-Western civilization of the treaty ports, where the Chinese enjoy the same privileges and protection as the foreigners, and get right back in the innumerable cities of the real China, and take the trouble by direct questioning and close observation, to get one's fingers on the pulse of Chinese opinion, then you will find there is no more complacent and smug content. It will be necessary to enter into innumerable conversations with all classes of Chinese society, and use a somewhat Jesuitical mode of questioning, to suit the particular temperament of the person you are questioning, so as to take him unawares and avoid arousing his suspicion that he is being pumped.

And what will you find? North and South, East and West in far off Szechuen, in Chihli, in conservative Hunan, and in progressive Kwangtung, the result of your cross examination will be the same.

The Chinese people are convinced that their land is in danger of national extinction and that there is little hope of avoiding the inevitable catastrophe sooner or later. They realize that there is no hope to be expected from their own leaders. The people themselves are so deprived of all power and initiative as to be powerless. The chances of this so-called republic are in such a chaotic state that there is no hope of ever cleaning off the slate. Whether their sentiments or political sympathies lean towards the North or to the South, they know that they are on the downward slide to the ultimate complete loss of their national independence.

Although the Chinese place the blame on the national leaders, and accuse them of all kinds of selfish exploitation of the country's assets, they concentrate the venom of their

hated towards the people who are, they consider, wrongly taking advantage of their weakness and national disease, to suck their very life blood and to annex their cherished assets and powers. The Chinese masses regard the Japanese nation as their national enemies. They cannot do more than hate them, and they hate them with an intensity which is difficult to put into words. They can do no more than hate. They are helpless in the grip which is slowly but surely crushing them remorselessly. They dare not even openly express their feelings as they fear any abrupt action may only hasten the inevitable day when China becomes virtually, if not nominally, a subject tributary to the Japanese Empire. It is pitiable to see how the Chinese officials even try to keep up a show of politeness to the Japanese who already have the stranglehold on their nation.

It reminds one of a little boy at school who passes his life in fear and trembling of a big bully, and yet, loses no opportunity of toadying and currying favor with the one he fears.

It is pleasant to note the very different feeling which the Chinese masses have towards America, and the American people. Here there is no suspicion of any underhand self interest. The Chinese have become convinced that America is their best friend. That country has proven in innumerable ways that her services to the Chinese people are disinterested and friendly. China today looks to America as their last resource. In case of the worst coming to the worst, America will have to act as a protector to this infant republic.

American schools, American hospitals, American missions and American merchants hold in their hands today the complete confidence and affection of four hundred millions of human souls.

The attitude of the Chinese towards the British people is also one of respect and I think I may say that the Chinese regard Great Britain as their friend next to America. They regard the British trade as a bulwark of stability and feel that the British can be depended upon to play the game without any misgivings. But the fact that Great Britain has been so many years an ally of Japan, has acted more than anything else as a factor to pain the Chinese people, who are so helplessly struggling for their lives in the grip of the latter nation.

The Chinese above all things are fatalistic. They feel sure that something awful is impending. They are going towards their fate like dumb cattle to the slaughter, but still while there is life there is hope and these helpless people are looking around the horizon in search for a possible rescuer.

Will they look in vain? We trust not. It will be a terrible day for humanity and for the peace of the world when China, known definitely that her doom is sealed and her number is up. Desperate nations like desperate men are regardless of all the usual conventions and usages and it will be a very serious thing if that day ever dawns.

## Classified Advertisements

### HOUSES TO LET

TO LET, for six or seven months, a furnished five-roomed house, screened throughout. Terms moderate. Apply on the premises, 129 Dixwell Road. 21930 A.8

TO BE LET, six-roomed, well-furnished house in Bubbling Well district, rent Tls. 70. Furniture to be taken over at moderate cost. Apply to Box 432, THE CHINA PRESS. 21913 A.6

WESTERN DISTRICT, Tls. 50, four rooms, semi-detached, with enclosed verandahs, attic and garden. Fixtures to be taken over. Apply to Box 420, THE CHINA PRESS. 21886

TO LET, from 1st June, a nicely furnished house in French Concession, with garage and tennis court. Apply to Box 379, THE CHINA PRESS. 21872

HOUSES TO LET, 46 Bubbling Well Road, six-roomed house with attic, Tls. 115, 113, Avenue Road, six-roomed house with closed verandahs, garden and stabling, Tls. 90. Apply to 10 Yangtseepoo Road, Telephone East 24. 21870

TO LET, 44 Sinza Road, five-rooms, two baths. 450-E Avenue Joffre, modern six-roomed residence. 20 Yates Road, detached, eight-roomed, tennis, garage, stable, from April 15th. Apply premises for inspection; other particulars, J. H. Hammond, 51 Szechuen Road. 21873

### Exchange and Mart

FOR SALE: Owner returning home has for disposal on May 1st complete household furnishings, consisting of bed-room, boudoir, sitting room, dining room, kitchen. All in excellent condition. Reasonable prices asked. Inspection invited. Reply to Box 439, THE CHINA PRESS. 21923 A.9

FOR SALE, victoria, with foreign horse, both in excellent condition. Complete, harness, mafuo outfit, etc. Any reasonable offer accepted. Apply to Box 418, THE CHINA PRESS. 21889 A.8

FOR SALE: Five-seater Light Grant six-cylinder Touring Car, in excellent condition. Just overhauled. Owner returning home, will sell at a bargain. Inspection invited. Reply to Box 438, THE CHINA PRESS. 21923 A.9

### APARTMENTS WANTED

WANTED by a lady, room with bathroom, furnished or unfurnished. Terms moderate. Apply to Box 444, THE CHINA PRESS. 21951 A.6

### HOUSES TO LET

WE have several houses to let, rentals from Tls. 55 to Tls. 125 per month. For particulars, apply to China Realty Co., Ltd., Nanking and Kiangse Roads. 21874

## NOTICE

THE undersigned hereby give notice:

That a Public Meeting of Ratepayers will be held in the Town Hall on Wednesday, April 9, 1919, at 2 o'clock p.m. precisely, to devise ways and means of raising the requisite funds for Municipal purposes, and to pass resolutions in reference thereto and to deliberate and decide upon other Municipal matters and business. At such meeting the accounts of the Council for the year ending December 31, 1918, will be submitted for the sanction and approval of the Ratepayers.

Shanghai, March 19, 1919.

D. SIFFERT,

Consul-General for Belgium.

T. RAASCHOU,

Consul-General for Denmark.

A. ARIYOSHI,

Consul-General for Japan.

E. D. H. FRASER,

Consul-General for Great Britain.

V. GROSSE,

Consul-General for Russia.

J. E. HULTMAN,

Consul-General for Sweden.

THOMAS SAMMONS,

Consul-General for the United States of America.

J. H. DE REUS,

Consul-General for the Netherlands.

G. DE ROSSI,

Consul-General for Italy.

JORGE R. DOLIVEIRA,

Consul-General for Portugal.

JORGE R. DOLIVEIRA,

In charge of Cuban Consulate.

H. A. WILDEN,

Acting Consul-General for France.

T. KNUDSTON,

Acting Consul-General for Norway.

HUGO REISS,

Consul for Brazil.

JULIO PALENCIA,

Consul for Spain.

21636

## Municipal Notification

No. 2592.

THE following Resolutions will be brought forward by the Council at the Annual Meeting of Ratepayers to be held in the Town Hall on April 9, 1919, at 2 o'clock p.m., and are published for general information:

Resolutions I, II and III.—Formal business and adoption of Rules of Procedure.

Resolution IV.—That the Report and Accounts for the year ending December 31, 1918, be passed.

Resolution V.—That the estimated expenditure for 1919, contained in the Budget proposed by the retiring Council, together with the recommendations attached thereto, be approved and adopted, and that the Council be and it is hereby authorized to impose, collect and recover the rates, taxes, dues and fees recommended therein, and to raise, should it be considered expedient to do so, upon such terms and in such manner as the Council may in its discretion think fit, a sum not exceeding Tls. 3,400,000 or the equivalent of this sum, for the purposes defined in the estimate of Extraordinary Expenditure.

Resolution VI.—That the Council be and it is hereby authorized to approve and sanction any such extension or extensions of the railway tram system as it may from time to time consider desirable in the public interest and upon such terms and conditions as it may in its discretion think fit, provided that no right in regard to passenger or freight transport shall thereby be created in favour of any person, firm or company of such a character as will preclude this Community from availing itself of or from permitting the introduction of any other form of passenger or freight transport upon any route or routes traversed by the railway tram system.

Resolution VII.—Election of Land Commissioner for the ensuing year.

Resolution VIII.—Election of four Governors of the General Hospital for the ensuing year.

Resolution IX.—Election of two members of the Permanent Education Committee.

Ratepayers intending to ask questions in regard to the Accounts or other matters connected with the foregoing Resolutions, are requested to give notice of such intention before the Meeting, so that a full answer or other explanation may be given.

Ratepayers desirous of bringing forward additional motions, or of nominating duly qualified persons willing to serve under Resolutions VII, VIII and IX, are required to give notice thereof to the undersigned before 4 p.m. on April 2, for due publication.

By order,

N. O. LIDDELL,

Secretary.

Council Room,

Shanghai, March 29, 1919. 21923

## Municipal Notification

No. 2593.

NOTICE is hereby given that, in addition to the Resolutions to be brought forward by the Council, as published in Notification No. 2592, the following will be proposed at the Annual Meeting of Ratepayers on April 9:

Resolution X.—That the Shanghai Municipal Council be authorized to appoint a Special Committee, to investigate the conditions in the International Settlement; and that such Committee be empowered to collect evidence from the Municipal Departments and other sources, and report and make recommendations thereon at the next Ratepayers' Meeting.

That the said Special Committee be composed of nine persons, three to be nominated by the Council, three by the Shanghai Moral Welfare Committee, and three others by the six ad-nominatim as aforesaid.

Proposer: A. J. WALKER.

Second: L. E. CANNING.

Resolution XI.—That a Commission be appointed to enquire into and report publicly upon the condition of "B" Company, British, Shanghai Volunteer Corps, and into the Regulations governing the Shanghai Volunteer Corps generally.

Proposer: N. C. HORN.

Second: JOHN R. HYKES.

By order,

N. O. LIDDELL,

Secretary.

Council Room,

Shanghai, April 3, 1919. 21914

## Municipal Notification

No. 2594.

Notice is hereby given that, in addition to the Resolutions to be brought forward by the Council and Ratepayers, respectively, as published in Notification No. 2593 and 2592, the following will be proposed at the Annual Meeting of Ratepayers on April 9:

Amendment to Resolution V.—That an appropriation be included in the Budget under the heading General Charges to provide for the issue of Pay to all Allied Municipal employees who have proceeded on War service, in respect of the whole period of their absence on such service until December 31, 1918, at the rate of 50 percent of the Pay of which they were in receipt on the date when they proceeded on War service and that the issue of such pay be left to a Committee selected by the Council to advise as to the respective proportions thereof to be paid in cash or placed to the Superannuation Fund account, or invested on behalf of such employees and to advise on the general conditions to be made applicable to the issue of such pay, provided that any payments already made by the Council to such employees in respect of their absence on War service or of their non-return to the Council's Service shall be taken into account as a set-off against any amounts for the payment and contribution of which provision is made hereunder and provided also that the total amount paid and contributed hereunder in respect of any one such employee shall not exceed the sum of Tls. 8,000. And that the Council be, and it is hereby authorized for the purposes aforesaid, to impose, collect and recover, in addition to the Land Tax and General Municipal Rate, for the levy of which provision is made in the Budget, Land Tax at the rate of one-twentieth of 1 percent on the assessed value of all land within the limits of the Settlement, payable by the owners thereof and General Municipal Rate of 1 percent on the assessed rents of houses within the Settlement, payable by the occupants and of ½ percent on the assessed rents of houses beyond Settlement limits, upon which General Municipal Rate is payable under provision of the Agreement of July 1, 1905, with the Shanghai Waterworks Co., Ltd., payable in each case on July 1, 1919.

Proposer: Percy Fowler.

Second: Evan Morgan.

By order,

N. O. LIDDELL,

Secretary.

Council Room,

Shanghai, April 4, 1919. 21925

## Municipal Notification

No. 2597.

VOTING TICKETS.

NOTICE is hereby given that voting tickets have been forwarded to Ratepayers entitled to vote at the forthcoming Annual Meeting of Ratepayers. Any such Ratepayer not having received his ticket is requested to be good enough to communicate with the undersigned as soon as possible.

By order,

N. O. LIDDELL,

Secretary.

Council Room,

Shanghai, April 5, 1919. 21943

## Municipal Notification

No. 2597.

VOTING TICKETS.

NOTICE is hereby given that voting tickets have been forwarded to Ratepayers entitled to vote at the forthcoming Annual Meeting of Ratepayers. Any such Ratepayer not having received his ticket is requested to be good enough to communicate with the undersigned as soon as possible.

By order,

N. O. LIDDELL,

Secretary.

Council Room,

Shanghai, April 5, 1919. 21943

## Municipal Notification

No. 2597.

VOTING TICKETS.

NOTICE is hereby given that voting tickets have been forwarded to Ratepayers entitled to vote at the forthcoming Annual Meeting of Ratepayers. Any such Ratepayer not having received his ticket is requested to be good enough to communicate with the undersigned as soon as possible.

By order,

N. O. LIDDELL,

Secretary.

Council Room,

Shanghai, April 5, 1919. 21943

## Municipal Notification

No. 2597.

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NOTICE is hereby given that voting tickets have been forwarded to Ratepayers entitled to vote at the forthcoming Annual Meeting of Ratepayers. Any such Ratepayer not having received his ticket is requested to be good enough to communicate with the undersigned as soon as possible.

By order,

N. O. LIDDELL,

Secretary.

Council Room,

Shanghai, April 5, 1919. 21943

## BUSINESS AND OFFICIAL NOTICES

(Continued from Page 25)

### The Shanghai Seramban Rubber Estates, Limited

(Incorporated under the Companies Ordinance of Hongkong, 1911 to 1915)

NOTICE is hereby given that the FOURTH ANNUAL General Meeting of Shareholders of the above-named Company will be held at the Head Office, No. 71 Szechuen Road, Shanghai, on Thursday, the 17th day of April, 1919, at 4.00 p.m., for presentation of the Report of the Directors and Accounts for the year ended 31st December, 1918.

The Transfer Books of the Company will be closed from Monday, 14th, to Thursday, 17th April, both days inclusive.

By order of the Board of Directors,  
HUGO REISS & Co.,  
Secretaries & General Managers,  
Shanghai, 5th April, 1919. 21940

### Ministry of Communications of the Republic of China

Telegraph Material Supply Department

1919 Yearly Tender

Tenders are invited for the supply of various kinds of materials, tools, etc., for telegraph use during the whole year.

All tenders shall close on the 3rd of June, 1919.

Conditions governing tenders, specifications, requisition sheets, and other particulars may be obtained from the Head Office, No. 27 Markham Road, Shanghai, on payment of a fee of Mexican Dollars Ten (M10) which shall not be returnable.

E. H. GOW,  
General Manager.

Shanghai, 5th April, 1919. 21941

## NOTICE

During my temporary absence from Shanghai, Mr. L. A. Hocking, formerly Tientsin Manager, will be in charge of this Office.

Java Sea and Fire Ins. Co. Ltd. c/o E. A. KREULEN,  
Manager for China, Hongkong, Japan and the Philippines. 21939

### JAPANESE VETERINARY HOSPITAL

Dr. S. NAKANISHI

and

Dr. G. KAWABE

Y-A 4 Barchet Road: Tel. N. 611

(near American Alliance Church) 20790

### The Hing Wah Paste Mfg. Company, Limited

Problem of high cost of living solved.

Our Macaroni, Paste Star, Vermicelli in coil and all soup stuffs, etc., are made from the choicest ingredients with the latest foreign-made machinery under the most hygienic conditions.

People living in China should consume the products of local industries, especially food stuffs.

We guarantee our goods are cheaper and fresher than imported goods.

Our goods have been examined and certified by the Hongkong Government Chemist.

Samples on application.

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## Far East Finances Analysed At Yokohama Specie Bank Meeting

A dividend of 12 percent per annum was recommended to the shareholders of the Yokohama Specie Bank, Limited, at the 78th half-yearly general meeting held at Yokohama on March 10. The dividend absorbs Yen 2,520,000. The directors proposed the adding of Yen 700,000 to the reserve fund and a balance of Yen 3,201,563 was carried forward. The net profits of the bank for the year were Yen 4,411,563.

Mr. Junnosuke Inoue, President, in moving the adoption of the report, said:

Gentlemen.—In submitting for your approval the statement of the liabilities and assets of the bank, the profit and loss account for the half-year ending December 31, 1918, and the proposals for the distribution of the profits, I shall have pleasure in briefly reviewing the general aspect of economic affairs at home and abroad during the period mentioned, and will also give you a rough resume of the bank's operations.

### Survey of Economic Affairs

Although owing to the continuous flourishing condition enjoyed by our foreign trade and industries, transactions of every kind increased and general prosperity was experienced in the economic world, still, on the other hand, the prices of all commodities also advanced, more especially in the case of rice, the price of which reached a record figure and led to rioting in many places in August, creating uneasiness among the general public which was added to by the despatch of troops to Siberia (a step which it had been feared would be necessary), while the several rumors of peace which were cable here also assisted in keeping things unsettled, with the consequence that our economic world adopted a cautious attitude towards future transactions.

As a result, when the report of the unconditional acceptance by Germany of the terms of the armistice was received in November, the news did not cause any great disturbance so far as the economic world was concerned. Still, drugs, chemicals, dyestuffs, steel and iron, etc., in which a prosperous business had been done during the war, depreciated considerably, and with war industries becoming quiet and the value of ships and charter rates suffering an exceptional decline, a few failures resulted. As regards the money market, international financial conditions were continuously favorable to Japan, and the Government made two issues of exchequer bonds to a total amount of Yen 200,000,000. In addition, the Industrial Bank of Japan, placed on the market guaranteed industrial debentures to the extent of Yen 50,000,000 and the French Government Treasury Bills amounting to a like sum, and although funds for the establishment of new industries and the expansion of old ones were also provided, scarcely any effect was produced, with the exception that the Bank of Japan, having in view the future of the money market, raised the official rates by 2 rin both in September and November.

The banks in the principal cities held a conference and came to an agreement in regard to uniform deposit rates, by which they succeeded in eliminating the keen competition which had been in existence for many years. Owing to the prosperous economic conditions which prevailed during the war, which greatly expanded the national resources, many new industries were established without sufficient care being taken that foundations were firm, and, consequently, such industries have suffered a severe blow, our foreign trade up to the present moment of the armistice having experienced a great change due to decreased exports, reduced currency circulation and fallen prices. Under the circumstances, therefore, it is necessary, if we are to meet the difficult conditions likely to prevail and maintain the prosperity of our industries, that all concerned must make up their minds to work together to that end.

### Foreign Trade

Notwithstanding the continuation of the restrictions on exports and imports by the British, United States and French Governments, our foreign trade during the period under review has maintained a flourishing condition, that with other Oriental countries, and also with South America and South Africa, having greatly increased. Yen total exports amounted to Yen 1,065,000,000 and imports to Yen 828,000,000, or Yen 1,893,000,000 in all. Comparing these figures with those of the same period in the previous year, we find that an increase of Yen 171,000,000 in exports and Yen 240,000,000 in imports is shown, and that although the rate of increase in exports has fallen, that of imports has risen. Many items show increases, of which the following are the most important, but wool, brass and bronze show decreases:

In Exports	
Cotton yarn and fabrics	54,000,000
Habutae	13,000,000
Beans	5,000,000
Waste silk	4,000,000
Woolen fabrics	4,000,000
Cotton underwear	2,000,000
Silk handkerchiefs	2,000,000

In Imports	
Rice	43,000,000
Cotton	33,000,000
Machinery	15,000,000
Sugar	15,000,000
Bean cake	14,000,000
Lead	7,000,000
Iron and steel	4,000,000

The increase in imports of raw materials such as cotton, bean cake, iron and steel, and also of machinery, and in exports of manufactured goods such as cotton yarns and fabrics, habutae, etc., is accounted for by the general development of our industries. However, the increases re-

ferred to being mainly due to advances in the prices of these goods and not to the quantities, there is no doubt that there will be a great decline after the restoration of peace. It may be further observed that since the signing of the armistice, trade with such newly cultivated fields, as India, the South Seas, South Africa and South America, has greatly decreased and, therefore, unless great endeavors are made to improve the quality of goods intended for export and of methods of sale, it will be very difficult to maintain the results obtained during the war.

### Foreign Exchange Dealings

As the result of the increase in our foreign trade already mentioned, our dealings in foreign exchange have likewise greatly increased during the period under review, exchange sold in Japan amounting to Yen 866,000,000 and exchange bought, to Yen 715,000,000. When these figures are compared with those of the corresponding period of the previous year, they disclose in advance of Yen 205,000,000 in exchange sold and Yen 214,000,000 in exchange bought. Exchange sold abroad on Japan amounted to Yen 233,000,000, and bought, to Yen 484,000,000, the increase over the figures for the corresponding period of the previous year being Yen 58,000,000 and Yen 93,000,000 respectively. I might remark here that the total increase in our exchange dealings amounts to the very large sum of Yen 568,000,000. The expansion of the bank's business and the continuation of a favorable trade balance have compelled us to maintain a large balance of exchange, and consequently, it has required the greatest care of obtaining funds to finance our exchange transactions, a portion of our requirements having been obtained from the market, but the larger part from the Bank of Japan.

### Economic Conditions Abroad

In Europe, Great Britain, France and Italy have for the past 1½ years been utilizing the whole of their national resources to support the war, and, consequently, the commerce and industries of these countries could not avoid slackness. It may be observed, however, that the money markets of Great Britain and France were chiefly utilized for the flotation of loans. The exports of Great Britain during the five months from July to November amounted to £224,000,000 and imports to £251,000,000, or an excess of £27,000,000 in imports. Also a comparison of these figures with those for the corresponding period of 1917 shows a decrease in exports of £32,000,000 and an increase in imports of £71,000,000. Great Britain's exports to Japan for the half-year under review amounted to Yen 33,000,000 and imports from Japan to Yen 73,000,000, while France's exports and imports to and from Japan amounted to Yen 2,000,000 and Yen 38,000,000 respectively, the balance of trade thus being greatly adverse to the two European countries.

In the United States, in consequence of the large sums that have been expended by the Government in organizing an army and on necessities of war since that country joined the Allies, the condition of the economic world has been continuously prosperous. Exports amounted to \$3,177,000,000 and imports to \$1,504,000,000, showing an excess of exports of \$1,673,000,000. The exports to and the imports from Japan were of the value of Yen 231,000,000 and Yen 175,000,000 respectively. The wealth of the country, coupled with her natural resources, enabled the United States not only to supply the Allies with products, but also with loans, which at the end of the period under review, amounted to the large sum of \$3,500,000,000 in the aggregate. The Fourth Liberty Loan of \$5,000,000,000 was over-subscribed by \$800,000,000.

Since the armistice, Great Britain, the United States, France and Italy have been demobilizing, and have either removed or modified the restrictions imposed upon industries and commerce. In the United States, especially since she joined in the war, it has become popular to promote the expansion of her foreign trade and investments in foreign lands. This being the case, it behooves those interested in such matters to give them careful study.

In India, owing to the irregular rainfall during the monsoons, a decrease in the crop of cotton and other agricultural products was reported, and the export trade was not brisk in consequence. On the other hand imports from Japan of cotton yarns and fabrics, as well as of sundry goods, greatly increased. However, after the signing of the armistice the general market became very quiet, and a large number of bills from Japan, drawn against goods, were either refused acceptance or payment on the pretext of late shipment or of the inferior quality of the goods, while the arrangement of new business has since been almost suspended. Owing to the cautious attitude adopted by the banks, and to the reduction of Government deposits, in presidency banks necessitated by the large disbursements of the Government, the Bank of Bombay raised the official rate of interest from 5 percent to 6 percent causing the general money market to become somewhat stringent.

In Hongkong, the export of raw silk greatly decreased in consequence of the very curtailed production due to the floods caused by the overflow of the rivers in the Canton area, and to the small demand from Europe and the United States. In addition, exports of tin and lead also fell off. On the other hand, imports were likewise dull, cotton yarns from Japan decreasing by about 40 percent and from India by about 25 percent, while other merchandise from Japan suffered in a like manner.

The money market was also quiet in the early part of the half-year as the result of the falling off in trade, but in October a large demand for remittances to Shanghai, and, in December, activities connected with the export of Saigon rice, coupled with the cautious attitude of the banks, tightened the market somewhat.

### Conditions in China

In China, owing to the unsettled state of politics, the impossibility of importing silver and the general scarcity of funds, a decline in purchasing power was apparent. Still, although the import trade of Shanghai was inactive on the whole, the export trade was active, generally speaking, raw silk, cotton and pig iron exports being of good extent. Imports of cotton yarns and fabrics showed great activity, notwithstanding the high prices quoted in Japan in view of the small stocks in hand and of the expected demand after the Moon Festival, but after the armistice, and regardless of the decline in prices in Japan, owing to the uncertainty of the future, only a small demand was reported. All exchange banks with a few exceptions, and also the Chinese banks have experienced the tightness of money due to the fact that the stock of specie on the market was only from Tls. 18,000,000 to Tls. 24,000,000, and of Mexican dollars from \$11,000,000 to \$14,000,000. In Hankow, Hunan and Shensi, these having become objectives of the Northern and Southern armies, general uneasiness was felt and a decline in business suffered. Imports of cotton yarns and fabrics were almost halved in comparison with those of the same period of the preceding year, and there was a falling off in exports with the exception of cotton, which greatly increased. The money market was quiet at the beginning of the period, but with the approach of the export season, coupled with the heavy cash requirements of the armies in Hunan and Szechuen, both Chinese and foreign banks felt the tightness of money, and the former were compelled to seek the aid of the Chinese Government, while the latter were obliged to make cash remittances from Shanghai.

In Tientsin and Tientsin, foreign trade suffered severely as the result of the decrease in the export of neaputs (due to the embargo of the United States on the importation of this product) and of the almost entire stoppage of exports of bronze cash, while imports of Japanese cotton yarns and matches also fell off. In Tientsin, notwithstanding the continued existence of marauders in the province, both exports and imports were in a flourishing condition as the result of good agricultural crops. In exports, cotton and cereals were most prominent, while wool, hides, steel and iron were in good demand. In imports, Japanese cotton yarn and fabrics, sugar, matches and sundries figured in ever-increasing quantities. Money was all the time somewhat tight as the result of the flourishing condition of exports and the shortage of silver coin. In South Manchuria, the scarcity of freight cars and lack of bottoms caused great inconvenience in connection with the transport of products for export. Of imports, the sale of Japanese cotton yarns and fabrics was fairly good. The money market was generally quiet in North Manchuria, although the Allied expeditionary forces have gradually restored the country from its unsettled state, both export and import business could not escape and had effects arising from the instability of currency and the unsatisfactory condition of transportation.

Under the circumstances, and notwithstanding the sudden change of conditions which occurred, I am glad to be able to report a fairly good result of the half-year's working, the net profit being Yen 4,411,563.86, including the sum of Yen 3,104,002.92 brought forward from the previous half-year. In conclusion, I would report the establishment of agencies of the bank at Vladivostok and Batavia, the former having been opened for business on December 18, 1918, and the latter on February 12 this year. We were contemplating the opening of a branch in Russia a few years ago, but the Revolution broke out and the matter was left in abeyance, being reopened when conditions were restored by the expeditionary forces of the Allies. Our trade with Netherlands-India having greatly increased since the war, we opened an office at Sourabaya, Java, some time ago to facilitate business and have now added another office at Batavia on the same island. For particulars of the accounts the shareholders are requested to refer to the statement submitted to them.

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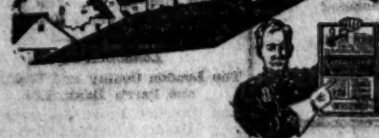
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## Exchange and Bullion

Shanghai, April 5, 1919.  
Money And Bullion  
Sovereigns: buying rate  
4/8 1/2 = Tls. 4.35  
@ exch. 72.6 = Mex. \$5.85  
Gold Dollars: Bank buying rate  
@ 110 1/2 = Tls. 90.70  
@ 72.6 = Mex. \$124.92  
Mex. Dollars Market Rate: 72.325  
Shai Gold Bars: 978 touch Tls. 275  
Copper Cash: per tael 1866  
Native Interest: Tls. .03

Latest London Quotations  
Bar Silver ..... 4810  
Bank Rate of Discount ..... 5 1/2  
Ex. Paris on London ..... Fr. 27.85  
Ex. N.Y. on London T.T.G. \$ 4.60

Exchange Closing Quotations  
London ..... T.T. 4/8 1/2  
London ..... Demand 4/8 1/2  
India ..... T.T. 312 1/2  
Paris ..... Demand 652  
New York ..... T.T. 109 1/2  
New York ..... Demand 109 1/2  
Hongkong ..... T.T. 68 1/2  
Japan ..... T.T. 270 1/2  
Batavia ..... T.T. 491  
Singapore ..... T.T. 491

Banks Buying Rates  
London ..... Demand 4/9 1/2  
London ..... 4 m/s. Ctd. 4/10 1/2  
London ..... 4 m/s. Doct. 4/10 1/2  
London ..... 6 m/s. Ctd. 4/11 1/2  
London ..... 6 m/s. Doct. 4/11 1/2  
Paris ..... 4 m/s. 682  
New York ..... 0/d. Doct. 111 1/2  
New York ..... 4 m/s. Doct. 115 1/2

Roules Exchange  
Today's Bank Buying Rate  
For Roules  
Roules 100 ..... = Tls. 100  
Roules 100 ..... = Mex. \$7.25

Customs House Exchange Rates For April  
Hk. Tls. 3.78 @ 4/9 1/2 \$1.19  
" 1 @ 645 France 7.19  
" 0.83 @ 109 1/2 Gold \$1  
" 1 @ 46 Yen 2.42  
" 1 @ 15 Rupees 3.99  
" 1 @ 1.50 Mex. \$1.50  
" 1 @ - Roules -

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Reserve Fund ..... £2,000,000  
Reserve Liability of Shareholders ..... £2,000,000

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## Court of Directors:

Sir Montagu Cornish Turner, Chairman.  
Sir Duncan Carmichael.  
T. Outhbertson, Esq.  
Sir Alfred Dent, K.C.M.G.  
W. H. Neville Gochen, Esq.  
The Rt. Hon. Lord George Hamilton, G.C.S.I.  
W. Foot Mitchell, Esq.  
Lewis Alexander Wallace, Esq.

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Canton, Kuala Lumpur, Singapore.  
Cebu, Madras, Sourabaya.  
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Haiphong, New York, Tientsin.  
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Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.  
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Capital ..... Frs. 45,000,000.00  
Reserve ..... Frs. 50,000,000.00

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Douchery, Peking, Tourane.  
Haiphong, Papoua, Yokohama.

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In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

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P. C. KONG, Manager.

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Paid-up Capital ..... \$15,000,000

Reserve Funds:  
Sterling £1,500,000 @ 2/- = \$15,000,000  
Silver ..... \$1,000,000  
Total ..... \$16,000,000

Reserve Liability of Proprietors ..... \$15,000,000

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E. V. D. Parr Esq., Deputy Chairman.  
A. H. Compton Esq.  
Hon. Mr. S. H. Dodwell.  
G. T. M. Edkins Esq.  
C. S. Gubbay Esq.  
Hon. Mr. P. H. Holybark.  
Hon. Mr. D. Landale.  
W. L. Pattenden Esq.

## Chief Manager:

Hongkong—N. J. STARR.

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Reserve Fund ..... 25,000,000

Capital Contributed by the Chinese Government ..... 3,500,000  
Reserve Fund ..... 1,750,000

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Paris office: 9 Rue Boudreau.  
London office: 44 Old Broad Street, E.C. 2.

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Paris: Societe Generale pour favoriser le Developpement de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.

Lyons: Societe Generale pour favoriser le Developpement du Commerce et de l'Industrie en France.

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Reserve Fund ..... 266,000.00

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Managers' Office Central 2656  
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Q. C. YAN, Sub-Manager.

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(Specially authorized by Presidential Mandate of 15th April, 1915)

Authorized Capital ..... \$60,000,000.00  
Paid-Up Capital ..... \$12,279,500.00  
Reserve Fund ..... \$1,298,552.50  
Special Reserve Fund ..... \$1,898,923.58

## HEAD OFFICE: PEKING.

Branches and Agencies:  
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Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG, Manager.

Shanghai, 15th February, 1919.

## Hongkong &amp; Shanghai Banking Corporation

Savings Bank Office:  
12 The Bund, and 9 Broadway.

Deposits of not less than \$1, or over \$100, will be received at one time.

Not more than \$1,200 will be received in one year from any single not at any time exceed the sum of \$5,000.

Interest at the rate of 3 1/2 per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

## Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital Sh. Tls. 5,000,000

Paid-Up Capital Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits: For 3 months at 3 1/2 per annum. For 6 months at 4 per annum. For 12 months at 5 per annum. On deposits in Dollars according to arrangement.

H. G. MARSHALL, Chief Manager.

行 銀 華 中  
Chung Foo Union Bank

(Established in 1917)  
Statutes approved by the Government of the Republic of China.  
Head Office: Tientsin

Subscribed Capital ..... \$4,000,000  
Paid-Up Capital ..... \$1,020,000

## Managing Director:

SUN TAO SAN.  
Deputy Managing Director: NIEH CHI-WEL

Branches and Agencies in Domestic Cities:  
Tientsin, Chinkiang, Shanghai, Soochow, Peking, Wuseh, Hankow, Ningpo, Nanking, Shaohing, Haichow, Canton, Pengpu, Hongkong, Changchun, Changteh, Antung, Kiukiang, Tientsin.

Agencies and Correspondents in foreign countries:  
London: International Banking Corporation.  
New York: International Banking Corporation.  
San Francisco: International Banking Corporation.  
Boston: American Express Company.  
Tokyo: Bank of Chosen.  
Kobe: Bank of Chosen.  
Yokohama: Bank of Taiwan.  
And also other principal cities in foreign countries.

SHANGHAI BRANCH, 841 Ningpo Road.  
Tel. Central 1929 Managers' Office.  
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager.

W. D. ZAR, Sub-Manager.

## International Banking Corporation

Head Office:  
National City Bank Building  
55 Wall Street, New York.

H. T. S. Green, President & General Manager.  
London Office:  
36 Bishopsgate, E. C.

San Francisco Office:  
222 Montgomery Street.

Far Eastern Branches:  
China: Shanghai, Peking, Tientsin, Hankow, Hongkong, Canton, Japan: Yokohama, Kobe, Philippines: Manila, Cebu, India: Bombay, Calcutta, Straits Settlements: Singapore, Dutch East Indies: Batavia, Sourabaya.

West Indian and Central American Branches:  
Republic of Panama: Panama, Colon, Republic of Colombia: Medellin, Dominican Republic: Santo Domingo, San Pedro de Macoris, Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with The National City Bank of New York we are able to offer the facilities of its branches at Bahal, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo, Valparaiso, Vladivostok.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.  
1a, Kiukiang Road.

## THE BANK OF CANTON, LIMITED.

Incorporated 1912.  
Capital (fully paid) H. \$2,000,000.00  
Reserve Fund ..... H. \$ 400,000.00  
Investment reserve fund ..... H. \$ 40,000.00

Head Office  
No. 6 Des Voeux Road, Hongkong.

Shanghai Office  
No. 2 Ningpo Road

BRANCHES AND AGENCIES:  
Canton, Bangkok, San Francisco, Calcutta, Hongkong, Penang, Batavia, Bombay, Colombo, New York, Manila, Samarang, London, Singapore, Calcutta, Honolulu, Rangoon, Yokohama, Sourabaya, Canada, etc.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG, Act. Manager.

## BANK OF COMMUNICATIONS

Specially authorized by Presidential Mandates of April 7th, 1914, and October 31st, 1915.

Capital: Kwping Taels 10,000,000  
HEAD OFFICE: PEKING  
Over 40 Branches and Agencies at principal cities and commercial centers in China.

Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH  
35 Sachuen Road.  
Interest allowed on both Current and Fixed Deposit Accounts: Credit granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager.  
Y. M. CHIEN, Sub-Manager.

## Yokohama Specie Bank, Limited

(Established 1850.)  
Head Office: YOKOHAMA JAPAN.

Capital Subscribed ..... Yen 48,000,000  
Capital Paid-up ..... Yen 42,000,000  
Reserve Fund ..... Yen 25,000,000

London Bankers:  
The London County and Westminster and Parr's Bank, Ltd.  
The National Provincial and Union Bank of England, Ltd.  
The London Joint Stock Bank, Ltd.

Branches and Agencies:  
Batavia, Los Angeles, Seattle, Bombay, London, Shanghai, Buenos Ayres, Lyons, Suimonoseki, Calcutta, Manila, Singapore, Changchun, Mukden, Sourabaya, Dairen, Nagasaki, Sydney, Hankow, Newchwang, Tientsin, Harbin, New York, Tokyo, Hongkong, Osaka, Tientsin, Honolulu, Peking, Tientsin, Kailuen, Rangoon, Vladivostok, Kobe, S. Francisco.

SHANGHAI BRANCH  
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

## Banque Industrielle de Chine

Capital ..... France 45,000,000 one-third of the Capital, L. e. Frs. 15,000,000, subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthelot.  
General Manager, A. J. Perrotte.

HEAD OFFICE  
74, Rue St. Lazare, PARIS.

Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunnan.

BANKERS:  
In France: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.

In London: London County and Westminster and Parr's Bank Ltd.  
In New York: Redmond & Co.  
In Italy: Banca Commerciale Italiana, Credito Italiano.

Taels, Dollars, Gold Accounts.  
Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency.

G. LION, Manager.

## The Mercantile Bank of India, Ltd.

Authorized Capital ..... £1,500,000  
Subscribed Capital ..... £1,125,000  
Paid-up Capital ..... £62,500  
Reserve Fund ..... £59,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:  
London Joint Stock Bank, Ltd.

Branches & Agencies:  
Bombay, Howrah, Madras, Calcutta, Hongkong, Penang, Colombo, Karachi, Port Louis, Delhi, Kota Bharu (Malay), Galle (Kelantan), Rangoon, Hongkong, Kuala Lumpur, Shanghai, Singapore.

Shanghai Branch.  
Every description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2 1/2 per annum and an Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH, Manager.  
26 The Bund.

## The Shanghai Commercial and Savings Bank, Ltd.

9, NINGPO ROAD

Capital (Paid-up) ..... \$600,000.00  
Reserve Fund ..... \$ 15,000.00  
Deposits (Dec., 1918) .. \$3,400,000.00

Accounts carried in dollars, taels or foreign



### Stock Exchange Transactions

Shanghai, April 5, 1919.  
**BUSINESS DONE**  
 Official  
 Kangyih Cotton Tls. 24.75 June  
 Langkate Tls. 22.00 June C. N. I.  
 New Engineering Tls. 22.00  
 Weeks 7% Debs. Tls. 25.00  
 Shanghai Docks Tls. 122.00 June  
 Unofficial  
 Shanghai Docks Tls. 122.00 April

### BANK OF ENGLAND

London, March 27.—According to returns the Bank of England rate of discount is 8 percent and the proportion of reserves to liabilities is 20 percent.

### LONDON RUBBER MARKET

Messrs. Hugo Reiss and Co. inform us that the following is a translation of a telegram received by them from Messrs. Barker and Co., Ltd., London, dated the 27th ultimo:  
 Average spot price standard quality Ribbed Smoked Sheet, 2/0.  
 Average spot price standard quality First Crepe, 2/0 1/4.  
 Ex-warhouse (Singapore) 1/10 (Sheet); 1/10 1/4 (Crepe).

### COTTON MARKET

London, March 27.—Today's Cotton prices were:  
 Good Middling Texas 1 1/2 inch staple spot ..... 16.16d.  
 April ..... 16.81d.  
 May ..... 14.80d.

### Shanghai Silk Market

Messrs. Wm. Little and Co. report as follows:  
 White Silk.—The market continues to rule quiet with some concessions generally on what business is brought to book.  
 Tussah Filatures.—Gold Seal: 1, 2, 3 Tls. 222 av. Red Dragon 1, 2, 3 Tls. 510 av. SSS Mark. Tls. 200.  
 Tussah New Style.—Gold and Silver Eagle and Bell Ex. 1, 2, 3 Tls. 410 av. M.H.Y. Blue Dragon and Felma, Ex. 1, 2 Tls. 600 av. Lion and Scale, Sheep and Flag 1, 2, 3 Tls. 580 av. Black Lion, 1, 2, 3 Tls. 1 and 2 Tls. 547 1/2 av. Conder Ex. 1, 2 Tls. 530 av.  
 Steam Filatures.—A small business at former rates is reported.  
 Tussah Filatures.—Some 600 bales Best grades were settled at the close of last week at Tls. 280 av. but no further transactions have come to light.

### Rubber Outputs

	Feb.	March
Alma	30,000	24,500
Amherst	2,773	—
Anglo-Dutch	79,000	—
Anglo-Java	189,000	—
Ayer Tawah	26,628	—
Batu Anam	23,776	22,000
Bukit Toh Alang	12,560	11,955
Bute	16,800	15,000
Chempedak	8,000	8,000
Chemor	19,070	16,564
Cheng	12,598	17,145
Consolidated	51,336	52,513
Dominion	42,750	39,405
Gula Kalumpung	125,000	110,000
Java Consolidated	75,000	—
Kamunting	20,491	17,898
Kapala	11,143	11,077
Kapayang	—	—
Karan	8,830	8,360
Kota Bahru	31,268	—
Kroewok	52,000	—
Langkat	67,543	55,662
Padang	20,000	23,800
Permatia	5,527	—
Pongkalan	12,059	12,666
Repah	14,000	16,000
Samagaga	17,450	13,000
Semambu	13,357	16,562
See Kee	—	—
Senawang	24,813	26,000
Shanghai-Malay	—	—
Shanghai-Kelantan	12,050	13,160
Shanghai-Seremban	8,150	8,400
Shanghai-Pahang	12,899	15,870
Shanghai-Sumatra	64,800	69,070
Shanghai-Kelang	13,107	11,358
Sua Manggis	—	—
Sungala	6,443	7,229
Sungai Duri	34,660	19,712
Taipung	10,821	—
Tanah Merah	24,400	23,500
Tebong	60,000	73,000
Uluohi	4,738	—
Ziangbe	79,409	—

### Singapore Rubber Auction

Singapore, March 19 and 20.  
 Following were the prices realized at the auction this week:  
 Singapore per lb. Cents.  
 Sheet  
 Smoked Fine Ribbed ..... 79/75  
 Smoked Good Ribbed ..... 76/70  
 Smoked Fine Plain ..... 62 1/2/60  
 Smoked Good Plain ..... 58/53 1/2  
 Unsmoked Fine Ribbed ..... Nil  
 Unsmoked Good Ribbed ..... Nil  
 Unsmoked Fine Plain ..... Nil  
 Unsmoked Good Plain ..... Nil  
 Cupwashing ..... 84/52  
 Crepe  
 Fine Pale Thin ..... 79/76  
 Good Pale Thin ..... 77/68  
 Good Pale Blanket ..... Nil  
 Good Brown Blanket ..... Nil  
 Fine Brown ..... 69/62  
 Good Brown ..... 63/52  
 Good Dark ..... 52 1/2/42 1/2  
 Barky ..... 42 1/2/30 1/2  
 Scrap  
 Virgin and Pressed ..... 36 1/2  
 Loose ..... 33 1/2/25 1/2  
 Catalogued for sale: 2,178,462 lbs. (about 971 tons).  
 Sold: 1,360,329 lbs. (about 607 tons).  
 Since our last report the local rubber market has continued its upward move for spot goods, and considerable business has been done privately between the auctioneers. There was a good attendance at the auctions which started yesterday morning, and the bidding was quite brisk from the start.  
 Both Fine Ribbed Smoked Sheet and Fine Pale Crepe sold up to 79 cents, one lot of the latter grade obtaining an extra premium of 1/2 cent.  
 The top-prices mark an advance on the week of 2 cents for Fine Ribbed Smoked Sheet and 1 1/2 cents for Fine Pale Crepe.  
 The average prices, however, may be given as 78 cents for both grades.  
 Good Ribbed Smoked Sheet and Good Pale Crepe were in good demand, and show a similar advance.  
 Fine and Good Brown Crepes met with a strong competition and show an advance of about 1 1/2-2 cents on the week.  
 Good Dark and Barky Crepes experienced, however, only a moderate demand and sold on an average at same prices as last week.  
 At the continuation of the sale this morning the market was slightly

### Amusements

### VICTORIA THEATRE

TONIGHT

JACK PICKFORD

"THE DUMMY"

Five Parts

Today's Matinee

New Episodes

"BULL'S EYE"

and

"THE DUMMY"

### ISIS THEATRE

Tonight's Programme

"ULTUS, The Man from the Dead"

First Series — 6 Parts

THE VAUDEVILLE CO.

under the management of Mr. Bleichman, will play "The Only Son"

Today's Matinee

"ULTUS, The Man from the Dead"

First Series — 6 Parts

New Programme, Monday, 7th April

"THE COUNT OF MONTE CRISTO"

3rd Epoch

very interesting developments and surprises

"THE MILLION DOLLAR MYSTERY"

3rd and 4th Episodes

Four Parts

Exceedingly exciting and sensational from beginning to end of these four reels.

### ISIS THEATRE

### AMUSEMENTS

### LYCEUM THEATRE

LAST NINE NIGHTS

### FRAWLEY COMEDY CO.

Tomorrow night! Tomorrow night!

Monday and Tuesday, April 7th and 8th	The Rage of London "TWIN BEDS"
Wednesday, April 9th	The Comedy Drama "THE HOUSE OF GLASS"
Thursday, April 10th	The old Favorite "IT PAYS TO ADVERTISE"
Friday, April 11th	The Successful "Crook"—Drama "KICK IN"
Saturday and Monday, April 12th and 14th	The Carnival of Laughter "MARY'S ANKLE"
Tuesday and Wednesday, April 15th and 16th	For the first time in Shanghai "COMMON CLAY"

Prices: \$3, \$2, and \$1. Booking at Moutrie & Co. Saturday, April 12, Matinee at 3 p.m. "A PAIR OF SIXES"

Usual Prices Children Half-Prices 21950

### AMUSEMENTS

### OLYMPIC THEATRE

On Tuesday, April 8th at 9 p.m.

### SECOND AND LAST Symphony Concert

### MIROVITCH PIASTRO, PACI

and Full Orchestra Conducted by Mr. Paci

### PROGRAMME

I.—MOZART—Serenade for Strings only

Conducted by M. PACI.

II.—BEETHOVEN—Romance MOZART—Menuetto VENIAVSKY—Polonaise

M. PIASTRO

III.—BEETHOVEN—Piano Concerto No. 5, with Orchestra

M. PACI

IV.—CHOPIN—Sonata B flat minor (with Funeral March) (Mr. MIROVITCH will play this piece on a Steinway Grand Piano.)

V.—RACHMANINOFF—Fantasia for two pianos

MIROVITCH—PACI

Booking at Moutrie's

PRICES:

Boxes, \$15.00, Stalls and Dress Circle \$3.00

Direction: A. STROK.

### OLYMPIC THEATRE

FOR ONE NIGHT ONLY Tonight, April 6th

PAULINE FREDERICK

### "SAPPHO"

and The International Wrestlers

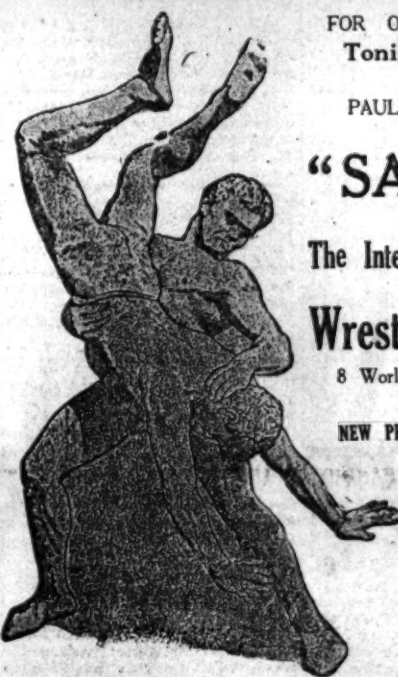
### Wrestling Matches

8 World-famous athletes will participate

NEW PROGRAMME EACH NIGHT

PRICES

Admission: \$2.00, \$1.50 and \$1.00



Today's Matinee Moving Pictures Only

SHOWING

"THE IMMIGRANT"

### APOLLO THEATRE, Monday, APRIL 7th, 8th and 9th

CREIGHTON HALE

### "WAIFS" "WAIFS"

A Pathe Production with

GLADYS HULETTE

AND

CREIGHTON HALE

A CHARMING

ROMANTIC

COMEDY

DRAMA.

Everyone knows those two clever young artists and their work in this film will appeal to all lovers of a good picture. An entertaining story with a surprising denouement.

PATHE'S BRITISH GAZETTE

### "FATTY AND THE BROADWAY STARS" "FATTY AND THE BROADWAY STARS"

You will see in this picture Fatty with the biggest bunch of film comedians ever grouped in one picture and the fun—Gee, it's just great.

Time and Prices as usual. Booking at Robinson's

TONIGHT 9.15 p.m.

OLIVE THOMAS

in

"MADCAP MADGE"

MATINEE Today 3 p.m.

BESSIE LOVE

in

"A Little Sister of Everybody"



### National Aniline and Chemical Co., Inc.

3b PEKING ROAD

America's Leading Manufacturers of

### ANILINE DYES

"National" colours are American made from crude to finished product.

We are supplying 80% of the American demand which represents 24% of the World's consumption

### The Chinese Benevolent Association

271-6 Boulevard des Deux Republiques

Benevolent Fund Ticket

\$50,000.00

Issued under the authorisation of the Government of the Republic of China on the 7th July, 1918.

To be drawn among 40,000 successive numbers in full view of the public in Shanghai, China, on the 6th April, 1919.  
 One tenth of each ticket will be sold at \$0.50, the proceeds of which after payment of prizes, charges, etc., will be divided between the Chinese Relief Fund and the Benevolent Institutions. The Association reserves to itself the right to allocate the proceeds to the above objects; if any of the tickets are unsold on date of drawing, proportional reduction in the allocation will be made.

PRICE FOR WHOLE TICKETS: \$5.00.

### LIST OF PRIZES FOR WHOLE TICKETS

1 First Prize	\$50,000
1 Second "	10,000
1 Third "	5,000
2 Fourth "	\$2,000 each 4,000
2 Fifth "	1,000 " 2,000
2 Sixth "	500 " 1,000
10 Seventh "	100 " 1,000
20 Eighth "	50 " 1,000
20 Ninth "	40 " 800
20 Tenth "	30 " 600
50 Eleventh "	20 " 1,000
700 Twelfth "	15 " 10,500
2 Each approximate to the First Prize	300 " 600
2 Each approximate to the Second Prize	100 " 200
2 Each approximate to the Third Prize	50 " 100
4 Each approximate to the Fourth Prize	30 " 120
4 Each approximate to the Fifth Prize	20 " 80
4 Each approximate to the Sixth Prize	10 " 40
399 For numbers having the two terminal figures similar to those of the First Prize	10 " 3,990
399 For numbers having the two terminal figures similar to those of the Second Prize	10 " 3,990
399 For numbers having the two terminal figures similar to those of the Third Prize	10 " 3,990
798 For numbers having the two terminal figures similar to those of the Fourth Prize	10 " 7,980
798 For numbers having the two terminal figures similar to those of the Fifth Prize	10 " 7,980
798 For numbers having the two terminal figures similar to those of the Sixth Prize	10 " 7,980
99 Each with the first three figures similar to those of the First Prize	10 " 990
99 Each with the first three figures similar to those of the Second Prize	10 " 990
99 Each with the first three figures similar to those of the Third Prize	10 " 990
18 Each with the first four figures similar to those of the Fourth Prize	10 " 180
18 Each with the first four figures similar to those of the Fifth Prize	10 " 180
18 Each with the first four figures similar to those of the Sixth Prize	10 " 180

4,780 drawn tickets ..... Total \$127,460

Tickets may be obtained from all dealers.

All prizes won locally will be given at The Chinese Benevolent Association (271-6, Boulevard des Deux Republiques, Shanghai); if abroad, will be paid at the Branch Offices of The Bank of China elsewhere.

THE CHINESE BENEVOLENT ASSOCIATION



## GENERAL SHIPPING NEWS

## Vesse's Loading

## For River Ports

**HANKOW & PORTS.**—The Str. *Hankow*, will leave on Sunday night. For Freight or Passage apply to C.M.S.N. Co.

**HANKOW & PORTS.**—The Indo-China Steam Navigation Co.'s *Yamato*, will leave on Monday, April 7, at about 12 o'clock midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

**HANKOW & PORTS.**—The China Navigation Co.'s *Yamato*, will leave from the French Bund on Monday, April 7, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

**HANKOW & PORTS.**—The Co's *Yamato*, will leave from N.Y.K. Mail Wharf on Monday, April 7, at about 12 o'clock midnight. For Freight and Passage apply to THE NISSHIN KISEN KAISHA, No. 5 The Bund.

**HANKOW & PORTS.**—The Str. *Kiangshu*, Captain J. R. Milligan, will leave on Monday night. For Freight or Passage, apply to C.M.S.N. Co.

**HANKOW & PORTS.**—The Co's *Yamato*, will leave from N.Y.K. Mail Wharf on Tuesday, April 8, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

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## For Southern Ports

**HONGKONG & CANTON.**—The China Navigation Co.'s *Yamato*, will leave on Sunday, April 6, at 2 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

**HONGKONG & CANTON.**—The China Navigation Co.'s *Yamato*, will leave from the French Bund direct for the above ports on Sunday, April 6, at 2 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Freight Tel. No. 77. Passage Tel. No. 401.

**KEELUNG.**—The Steamer *Kohoku* Maru, Captain M. Tsubaki, will be despatched from Co's Yangtsepo Wharf on Sunday, April 6, at 2 p.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at the same day. For Freight and Passage, please apply to THE OSAKA SHOEN KAISHA, No. 4, The Bund. Tel. Central No. 4234 & 4235.

**NINGPO.**—The China Navigation Co.'s *Yamato*, will leave from the French Bund on Monday, April 7, at 4:30 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

**WENCHOW.**—The Str. *Kwangchi*, Captain J. H. Davies, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

**HONGKONG & CANTON.**—The China Navigation Co.'s *Yamato*, will leave from the French Bund direct for the above ports on Tuesday, April 8, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Freight Tel. No. 77. Passage Tel. No. 401.

**TAKAO (FORMOSA) via FOO-CHOW & KEELUNG.**—The Steamer *Kohoku* Maru, Captain Y. Kikami, will be despatched from the Co's Yangtsepo Wharf on Tuesday, April 8, at daylight. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at the same day. For Freight and Passage, please apply to THE OSAKA SHOEN KAISHA, No. 4, The Bund. Tel. Central No. 4234 & 4235.

**HONGKONG & CANTON.**—The China Navigation Co.'s *Yamato*, will be despatched from the C.M.S.N. Co's Lower Wharf on Tuesday, April 8, at daylight. The steam-launch conveying passengers on board will leave the Custom Jetty at the same day. For Freight and Passage, please apply to THE OSAKA SHOEN KAISHA, No. 4, The Bund. Tel. Central No. 4234 & 4235.

**HONGKONG & CANTON.**—The China Navigation Co.'s *Yamato*, will leave on Wednesday, April 9, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

**AMOY, HONGKONG & CANTON.**—The China Navigation Co.'s *Yamato*, will leave from the French Bund direct for the above ports on Thursday, April 10, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Freight Tel. No. 77. Passage Tel. No. 401.

## For Northern Ports

**CHEFOO & NEWCHANG.**—The Str. *Yamato*, Captain N. McLean, will leave on Sunday morning. For Freight or Passage apply to C.M.S.N. Co.

**TSINGTAO.**—The China Navigation Co.'s *Yamato*, will leave on Sunday, April 6, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Freight Tel. No. 77. Passage Tel. No. 401.

**WEIHAIWEI, CHEFOO & TIEN-TSIN.**—The China Navigation Co.'s *Yamato*, will leave from the French Bund on Sunday, April 6, at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

**CHINWANGTAO DIRECT.**—The Kailan Mining Administration Str. *Horo*, will depart on Monday, April 7, for Freight apply to Agent, 1 Jinkoo Road. Tel. Central 1115.

**WEIHAIWEI & TIEN-TSIN.**—The China Navigation Co.'s *Yamato*, will leave on Tuesday, April 8, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

**WEIHAIWEI, CHEFOO & TIEN-TSIN.**—The China Navigation Co.'s *Yamato*, will leave from the French Bund on Tuesday, April 8, at 3 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

**NEWCHANG.**—The China Navigation Co.'s *Yamato*, will leave on Friday, April 11, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

**TIEN-TSIN & DAIRIN.**—The Str. *Kohoku* Maru, Captain R. Tsubaki, will be despatched from the Co's Yangtsepo Wharf on Saturday, April 12, at daylight. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at the same day. For Freight and Passage, please apply to THE OSAKA SHOEN KAISHA, No. 4, The Bund. Tel. Central No. 4234 & 4235.

**THE OSAKA SHOEN KAISHA.**—The Osaaka Shosen Kaisha's *Yamato*, will leave from the French Bund on Monday, April 7, at 4:30 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

**THE OSAKA SHOEN KAISHA.**—The Osaaka Shosen Kaisha's *Yamato*, will leave from the French Bund on Monday, April 7, at 4:30 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

**THE OSAKA SHOEN KAISHA.**—The Osaaka Shosen Kaisha's *Yamato*, will leave from the French Bund on Monday, April 7, at 4:30 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

**THE OSAKA SHOEN KAISHA.**—The Osaaka Shosen Kaisha's *Yamato*, will leave from the French Bund on Monday, April 7, at 4:30 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

**THE OSAKA SHOEN KAISHA.**—The Osaaka Shosen Kaisha's *Yamato*, will leave from the French Bund on Monday, April 7, at 4:30 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

**THE OSAKA SHOEN KAISHA.**—The Osaaka Shosen Kaisha's *Yamato*, will leave from the French Bund on Monday, April 7, at 4:30 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

**TACOMA & SEATTLE CALLING** at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, & YOKOHAMA.—The Osaaka Shosen Kaisha's *Yamato*, will be despatched on Thursday, April 17, through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular invoices must accompany overland shipment at the same day. The steam-launch conveying passengers on board will leave the Custom's Jetty at the same day. For Freight or Passage, please apply to THE OSAKA SHOEN KAISHA, No. 4, The Bund. Tel. Central No. 4234 & 4235.

## Sailed from Shanghai

**For San Francisco**  
Stanley Dollar ..... Mar. 7  
Shinjo Maru ..... Mar. 8  
Venezuela ..... Apr. 3  
**For Tacoma**  
Africa Maru ..... Mar. 6  
**For Seattle**  
Fushimi Maru ..... Mar. 31  
**For Vancouver**  
Empress of Russia ..... Mar. 15  
Empress of Japan ..... Mar. 22  
Empress of Asia ..... Mar. 31  
**For New York via Panama**  
Bismarck ..... Mar. 9  
Bolton Castle ..... Mar. 21  
**For London, etc.**  
Celebes Maru ..... Mar. 8  
Hysen ..... Mar. 7  
Gleniffer ..... Mar. 8  
Hector ..... Mar. 12  
Novara ..... Mar. 12  
Atrous ..... Mar. 13  
Nore ..... Mar. 13  
Bendoran ..... Mar. 16  
Inaba Maru ..... Mar. 17  
Pyrrhus ..... Mar. 19  
Alpe Maru ..... Mar. 28  
Kamo Maru ..... Mar. 31  
Elpenor ..... Apr. 3  
**For Liverpool**  
Hector ..... Mar. 12  
Orestes ..... Mar. 28  
Antiochus ..... Apr. 3  
**For Antwerp**  
Turuga Maru ..... Mar. 22  
**For Bombay**  
Dilwara ..... Mar. 11

## Shipping Items

The C.N. s.s. *Sunning* left Hongkong for Shanghai on Thursday.  
The I.C. s.s. *Loongwo* left Hankow for Shanghai on Thursday.  
The C.N. s.s. *Luany* left Hankow for Shanghai on Thursday.  
The N.K.K. s.s. *Tafu* Maru left Hankow for Shanghai on Thursday.  
The C.M. s.s. *Nanking* left Hongkong for Shanghai yesterday, and is due at Woosung early Tuesday morning. The *Nanking* leaves for San Francisco via Japan ports and Honolulu the same afternoon and the tender will leave the Customs Jetty at four o'clock.  
The C.M. s.s. *Kiangfuo* left Hankow for Shanghai on Friday.  
The C.N. s.s. *Wooing* left Hankow for Shanghai on Friday.  
The N.K.K. s.s. *Nanyang* Maru left Hankow for Shanghai on Friday.  
The C.M. s.s. *Kiangyung* left Hankow for Shanghai yesterday.  
The N.K.K. s.s. *Talee* Maru left Hankow for Shanghai yesterday.  
The N.Y.K. s.s. *Yamato* Maru with mails left for Shanghai on Friday and may be expected to arrive today.  
The I.C. s.s. *Luenho* will leave Hankow for Shanghai today.  
The C.N. s.s. *Chenau* will leave Hongkong for Shanghai today.  
The I.C. s.s. *Kiangfuo* left Tientsin for Shanghai on Friday.  
The I.C. s.s. *Chingfuo* left Tientsin for Hongkong and Canton on Friday.  
The M.M. s.s. *Andre Lebon* arrived from Kobe on Friday and will leave for Marseilles and ports the morning. The tender *Whangpoo* with passengers and mails will leave the M.M. Jetty (French Bund) at nine o'clock.  
The C.M. s.s. *China*, with mails from the States, was expected to leave Yokohama for Shanghai on Thursday and may be expected to arrive here next Wednesday.  
The I.C. s.s. *Suiwo* will leave Hankow for Shanghai tomorrow.  
The C.N. s.s. *Fuyang* will leave Hankow for Shanghai tomorrow.  
The H.O. s.s. *Changon* will leave Hankow for Shanghai tomorrow.  
The N.K.K. s.s. *Takeshima* Maru with mails will leave for Shanghai tomorrow and may be expected to arrive next Wednesday.  
The P. and O. s.s. *Nellere* is due at Yokohama today and may be expected to leave the same port for Kobe, Moji and Shanghai next Wednesday.  
The P. and O. s.s. *Denara*, conveying silk, mail and general cargo for Europe, is expected to leave Shanghai for Bombay next Thursday.  
The Blue Funnel s.s. *Pakling* left Singapore for Hongkong and Shanghai on Thursday.  
The Blue Funnel s.s. *Peleus*, from Liverpool, arrived in Shanghai yesterday morning.

C. N. C.  
CHINA NAVIGATION CO., LTD.YANGTSE RIVER & CHINA COAST PORTS.  
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. *Wooming*, *Luany*, *Nanking*, *Fuyang*, *Tatung*, *Wuchang* and *Chungking*.—Sailing from the French Bund at midnight (except *Chungking* which sails from Footing at midnight). These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtze and Hunan Lines.  
The steamers *Wuchang* and *Chungking* are specially fitted to handle heavy lifts, etc., but have no accommodation for Foreign passengers.  
Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIEN-TSIN (and Peking via TIEN-TSIN).—S.S. *Tungchow*, *Fengshun*, *Shundun* and *Shengking*.—Sailing from the French Bund.  
Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG and CANTON.—S.S. *Suiyang*, *Sanning*, *Sinkiang*, *Yingchow*, *Sungan* and *Kailong*.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.  
Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO.—S.S. *Hsin Peking*.—Sailing from the French Bund.  
Regular sailings every Monday, Wednesday and Friday at 4:30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.  
For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 15 The Bund.

## BUTTERFIELD &amp; SWIRE

Freight: Telephone Central 77.  
Passage: Telephone Central 401.

## PACIFIC MAIL S.S. CO.

AMERICAN STEAMERS  
TRANS-PACIFIC SERVICE  
"ECUADOR" "VENEZUELA" "COLOMBIA"

## SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu	For Hongkong via Manila
S.S. Ecuador ..... April 28	S.S. Ecuador ..... April 5
S.S. Colombia ..... May 24	S.S. Colombia ..... May 3
S.S. Venezuela ..... June 21	S.S. Venezuela ..... May 31

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

EAST INDIA SERVICE  
"COLUSA" "SANTA CRUZ"

## SAILINGS FROM MANILA (Subject to Change)

For Saigon, Singapore, Calcutta and Colombo	For San Francisco via Honolulu
S.S. Santa Cruz ..... April 28	S.S. Colusa ..... May 1

## PANAMA SERVICE

Regular sailings from San Francisco  
MEXICO—CENTRAL AMERICA—PANAMA  
Safety and comfort of passengers our first consideration. For information of freight or passage apply to

## PACIFIC MAIL STEAMSHIP COMPANY

1-B Nanking Road, Palace Hotel Building.  
Telephone Central 5055 Cable Address "Solano"

## O. S. K.

OSAKA SHOEN KAISHA  
(Osaka Mercantile Steamship Co.)

Under Mail Contract with the Imperial Japanese Government  
SAILINGS FROM SHANGHAI  
(Subject to Alteration)

FOR LONDON AND MARSEILLES (Via Hongkong and Singapore).  
\*ANDES MARU (15,000 tons) Capt. K. Saito, arr. leave April  
FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe, and Yokohama.

In connection with the Chicago, Milwaukee and St. Paul Ry.  
ARABIA MARU (18,000 tons) Capt. I. Hamada, arr. 13 Apr. 14  
MANILA MARU (20,000 tons) Capt. N. Kobayashi, arr. 16 Apr. 17  
FOR HONGKONG

CHICAGO MARU (12,000 tons) Capt. S. Yamane, Apr. 7 Apr. 8  
FOR NORTH CHINA PORTS (Tientsin and Dairen).  
KOHOKU MARU (5,000 tons) Capt. M. Tsubaki, Apr. 12  
FOR SOUTH CHINA PORTS and FORMOSA (Fuchow, Keelung and Takao).

KEELUNG MARU (4,000 tons) Capt. Y. Fukimi, Apr. 4 Apr. 8  
\*Fully booked for passage.  
The Company also runs numerous steamers from Japan to Europe, South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

## H. SHIMAMURA

Manager.  
O.S.K. Yangtsepo Wharf, Wayside. Tel. No. East 208 and 209. Tel. Address: SHOEN, SHANGHAI

## OSAKA SHOEN KAISHA

Union Building, 4 The Bund  
Tel. No. Central 4234 and 4235.

CANADIAN PACIFIC  
OCEAN SERVICESPACIFIC SERVICE  
QUICKEST TIME ACROSS THE PACIFIC

## R.M.S. "MONTEAGLE"

## SAILING

## FROM

## SHANGHAI

## TO

## VLADIVOSTOK

## 11TH APRIL

1st Class	2nd Class	3rd Class
G.\$57.25	G.\$27.50	G.\$19.00

DOMINION EXPRESS TRAVELLERS' CHEQUES SOLD  
At daily rates of exchange. Can be cashed in any city in America

For information regarding fares, sailings, etc., apply to	For through bills of lading freight rates, etc., apply to
F. E. WEISS Acting General Agent Passenger Department Palace Hotel Building, Shanghai. Tel: Central 182.	L. E. N. RYAN, Agent, Cor. Peking & Yuen-Ming Yuen Rds. Shanghai. Tel: Central 181.

## T. K. K.

## SHANGHAI BRANCH OFFICE

## TOYO KISEN KAISHA

## (ORIENTAL STEAMSHIP CO.)

Imperial Japanese and U.S.M. Line to San Francisco from Shanghai, via Nagasaki, Kobe, Yokohama and Honolulu.

## SEMI-TROPICAL ROUTE.

## PROPOSED SAILINGS FROM SHANGHAI.

## FOR HONGKONG

TENYO MARU ..... April 19, 1919

## FOR SAN FRANCISCO

TENYO MARU ..... May 8, 1919

SHINYO MARU ..... May 24, 1919

All steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performance, Deck Dances. Service and Cuisine unexcelled.

Lay-Over privileges allowed to all ports of call. Interchangeable with steamers of the PACIFIC MAIL STEAMSHIP COMPANY, and CANADIAN PACIFIC OCEAN SERVICES, LTD.

Railway transportation between Nagasaki, Kobe and Yokohama may be had on application to the purser.

T. N. ALEXANDER, Manager.

North China Insurance Co.'s Buildings,

Telephone, No. 3229.

Entrance 71 Szechuen Road.

## CHINA MAIL S.S. CO., LTD.

## THE AMERICAN STEAMERS

## "NANKING" AND "CHINA"

(15,000 TONS) (10,200 TONS)

## WILL SAIL FROM SHANGHAI FOR

## SAN FRANCISCO

## VIA NAGASAKI, YOKOHAMA AND HONOLULU

S.S. "NANKING" ..... APRIL 8th

S.S. "CHINA" ..... APRIL 25th

\*S.S. "Nanking" does not call at Nagasaki.

## FOR HONGKONG VIA MANILA

S.S. "NANKING" ..... JUNE 3rd

## FOR HONGKONG DIRECT

S.S. "CHINA" ..... APRIL 9th

For further information regarding passenger fares, sailings, freight rates, etc., apply to

## F. C. CHARMAN.

Acting Agent.

CORNER SECHUEN & KIUKIANG ROADS

PHONE CENTRAL 4773

## JAMES MAGILL &amp; Co.

Cargo delivered at any Address in Shanghai.

Furniture and Curios Packed for Shipment by Expert Packers

## SHIPPING AND FORWARDING AGENTS.

Telephone 1848 83, Szechuen Road



# SHIPPING

## N. Y. K.

### NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government  
SAILINGS FROM SHANGHAI  
(Subject to Alteration)

EUROPEAN LINE  
For Hongkong, Singapore, Penang, Colombo, Suez, Port Said, and England:

YAMATO MARU ..... 12,500 Capt. K. Amakawa, April 14  
ATSUTA MARU ..... 10,000 Capt. N. Inatsu, April 28

AMERICAN LINE  
Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

SUWA MARU ..... 21,000 Capt. R. Shimidzu, May 9  
FUSHIMA MARU ..... 21,000 Capt. T. Iriawa, June 27

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)  
YAMASHIRO MARU ..... 7,000 Capt. Y. Nakajima, April 8  
CHIKUGO MARU ..... 7,000 Capt. K. Iizawa, April 18  
KASUGA MARU ..... 7,000 Capt. K. Iizawa, April 19

MOJI, KOBE AND OSAKA LINE  
YAWATA MARU ..... 4,000 Capt. H. Moji, April 9  
TAKESHIMA MARU ..... 4,000 Capt. R. Arakida, April 12  
OMI MARU ..... 4,000 Capt. H. Kawai, April 16  
KUMANO MARU ..... 5,500 Capt. S. Saito, April 19

KOBE TO SEATTLE  
KATORI MARU ..... 19,000 Capt. I. Noma, April 29

FOR JAPAN  
KAGA MARU ..... 12,500 Capt. N. Sagawa, April 8

FOR HONGKONG  
KATORI MARU ..... 19,000 Capt. I. Noma, June 29

FOR MANILA AND HONGKONG  
SUWA MARU ..... 21,000 Capt. R. Shimidzu, April 19

AUSTRALIAN LINE  
Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

NIKKO MARU ..... 10,000 Capt. M. Yamazaki, April 22  
AKI MARU ..... 12,500 Capt. P. E. Cope, May 21  
TANGO MARU ..... 14,000 Capt. M. Nishimura, June 25

CALCUTTA LINE  
Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

BOMBAY LINE  
Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to  
T. ISHIBUYAMA, Manager, Nippon Yusen Kaisha.  
Tel. Address: Yusen, Shanghai.

## CHINESE GOVERNMENT RAILWAYS

### TIENTSIN-PUKOW LINE

#### TIME TABLE

(Published by order of the Administration)

March 15th, 1919, and until further notice

Mail	Mail	Exp.	Mail	Mail	Exp.	Mail	Mail	Exp.	Mail	Mail	Exp.
101.	102.	103.	104.	105.	106.	107.	108.	109.	110.	111.	112.
20.35	8.35	11.30	21.45	11.12	12.15	22.50	12.17	1.15	23.40	1.25	2.15
19.45	1.15	2.15	18.55	1.12	2.15	17.55	1.12	2.15	16.55	1.12	2.15
15.45	1.15	2.15	14.45	1.12	2.15	13.45	1.12	2.15	12.45	1.12	2.15
11.45	1.15	2.15	10.45	1.12	2.15	9.45	1.12	2.15	8.45	1.12	2.15
7.45	1.15	2.15	6.45	1.12	2.15	5.45	1.12	2.15	4.45	1.12	2.15
3.45	1.15	2.15	2.45	1.12	2.15	1.45	1.12	2.15	0.45	1.12	2.15
0.45	1.15	2.15	23.45	1.12	2.15	22.45	1.12	2.15	21.45	1.12	2.15
19.45	1.15	2.15	18.45	1.12	2.15	17.45	1.12	2.15	16.45	1.12	2.15
15.45	1.15	2.15	14.45	1.12	2.15	13.45	1.12	2.15	12.45	1.12	2.15
11.45	1.15	2.15	10.45	1.12	2.15	9.45	1.12	2.15	8.45	1.12	2.15
7.45	1.15	2.15	6.45	1.12	2.15	5.45	1.12	2.15	4.45	1.12	2.15
3.45	1.15	2.15	2.45	1.12	2.15	1.45	1.12	2.15	0.45	1.12	2.15
0.45	1.15	2.15	23.45	1.12	2.15	22.45	1.12	2.15	21.45	1.12	2.15
19.45	1.15	2.15	18.45	1.12	2.15	17.45	1.12	2.15	16.45	1.12	2.15
15.45	1.15	2.15	14.45	1.12	2.15	13.45	1.12	2.15	12.45	1.12	2.15
11.45	1.15	2.15	10.45	1.12	2.15	9.45	1.12	2.15	8.45	1.12	2.15
7.45	1.15	2.15	6.45	1.12	2.15	5.45	1.12	2.15	4.45	1.12	2.15
3.45	1.15	2.15	2.45	1.12	2.15	1.45	1.12	2.15	0.45	1.12	2.15
0.45	1.15	2.15	23.45	1.12	2.15	22.45	1.12	2.15	21.45	1.12	2.15
19.45	1.15	2.15	18.45	1.12	2.15	17.45	1.12	2.15	16.45	1.12	2.15
15.45	1.15	2.15	14.45	1.12	2.15	13.45	1.12	2.15	12.45	1.12	2.15
11.45	1.15	2.15	10.45	1.12	2.15	9.45	1.12	2.15	8.45	1.12	2.15
7.45	1.15	2.15	6.45	1.12	2.15	5.45	1.12	2.15	4.45	1.12	2.15
3.45	1.15	2.15	2.45	1.12	2.15	1.45	1.12	2.15	0.45	1.12	2.15
0.45	1.15	2.15	23.45	1.12	2.15	22.45	1.12	2.15	21.45	1.12	2.15

The station for the foreign connections in Tientsin is "TIENTSIN EAST".  
The T. P. L. Express Trains are provided with 1st and 2nd class Sleeping, Dining accommodations and 3rd class cars only for 3rd class Through Passengers and servants accompanying 1st and 2nd class passengers.  
Passengers travelling on the T. P. L. Express Trains must hold Express Extra Tickets in addition to passenger tickets. Application for Sleeping Accommodation should be made at the earliest possible moment to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tientsin, Hsuehchow or Pukow.

By Order  
THE TRAFFIC MANAGER.  
Tientsin, March, 1919.

Large Display Advertisements  
intended for the Sunday issue of The China Press  
should be sent in before 5 p.m. on Friday

## Future Sailings

### FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag Agents
Apr. 8	—	San Francisco	Nanking	Am. C.M.S.S. Co.
Apr. 10	—	Vancouver	Monteagle	Br. C.P.O.S.
Apr. 12	—	Tacoma, etc.	Justin	Am. B.A.T. Co.
Apr. 14	—	Vancouver	Arabia Maru	Jap. O. S. K.
Apr. 16	—	New York via Panama	Bessemer	Br. R. D. & Co.
Apr. 18	—	San Francisco	Eurymedon	Am. B.A.T. Co.
Apr. 20	—	Tacoma, etc.	China	Am. C.M.S.S. Co.
Apr. 22	—	San Francisco	Martha Maru	Jap. O. S. K.
Apr. 24	—	Vancouver	Euclid	Am. F.M.S.S. Co.
Apr. 26	—	Vancouver	Meville Dollar	Br. R. D. & Co.
May 2	—	Vancouver	Empress of Russia	Br. C.P.O.S.
May 4	—	San Francisco	Tenyo Maru	Jap. T. K. K.
May 6	—	Seattle, etc.	Suwa Maru	Jap. N. Y. K.
May 8	—	Vancouver	R. of Japan	Br. C.P.O.S.
May 10	—	Vancouver	R. of Asia	Br. C.P.O.S.
May 12	—	San Francisco	Columbia	Am. F.M.S.S. Co.
May 14	—	San Francisco	Shinyo Maru	Jap. T. K. K.
May 16	—	Vancouver	Harold Dollar	Br. R. D. & Co.

## FOR JAPAN PORTS

Date	Time	Destination	Ship's Name	Flag Agents
Apr. 8	—	Moji, Kobe & Osaka	Kumano Maru	Jap. N. Y. K.
Apr. 10	—	Nagasaki, Kobe & Yama	Yamashiro Maru	Jap. N. Y. K.
Apr. 12	—	Moji, Kobe & Osaka	Yawata Maru	Jap. N. Y. K.
Apr. 14	—	Kobe & Yokohama	Paul Leat	Fr. M.M. Cie
Apr. 16	—	Nagasaki	Nippon Maru	Jap. N. Y. K.
Apr. 18	—	Nagasaki, Kobe & Yama	Chikugo Maru	Jap. N. Y. K.
Apr. 20	—	Moji, Kobe & Osaka	Takeshima Maru	Jap. N. Y. K.
Apr. 22	—	Moji, Kobe & Osaka	Omi Maru	Jap. N. Y. K.
Apr. 24	—	Nagasaki, Kobe & Yama	Kasuga Maru	Jap. N. Y. K.
Apr. 26	—	Kobe & Yokohama	Nera	Fr. M.M. Cie
Apr. 28	—	Kobe & Yokohama	Sphinx	Fr. M.M. Cie

## FOR EUROPE INDIA, STRAITS, ETC.

Date	Time	Destination	Ship's Name	Flag Agents
Apr. 6	—	Marseilles	Andre Lebon	Fr. M.M. Cie
Apr. 8	—	London	Cardigan	Br. Glen Line
Apr. 10	—	Bombay	Dunera	Br. P.O.S.N. Co.
Apr. 12	—	London	C. of Bristol	Br. J. M. & Co.
Apr. 14	—	London	Iyo Maru	Jap. N.Y.K.
Apr. 16	—	London	Carmanville	Br. Glen Line
Apr. 18	—	London, etc.	Nelson	Br. P.O.S.N. Co.
Apr. 20	—	London	Laomedon	Br. B. & S.
Apr. 22	—	London	Telamon	Br. Glen Line
Apr. 24	—	Antwerp	Glenlyne	Br. G. L. E. A.
Apr. 26	—	London, etc.	Atsuta Maru	Br. B. & S.
Apr. 28	—	Liverpool	Carmanville	Br. B. & S.
Apr. 30	—	London, etc.	Andes Maru	Jap. O. S. K.
May 2	—	Marseilles	Paul Leat	Fr. M.M. Cie
May 4	—	London	Nera	Fr. M.M. Cie
May 6	—	London	C. of Colombo	Br. J. M. & Co.
May 8	—	London	Glenlyne	Br. Glen Line
May 10	—	London, etc.	Peleus	Br. B. & S.
May 12	—	Antwerp & Liverpool	Chikugo Maru	Jap. N.Y.K.
May 14	—	London, etc.	Lycoson	Br. B. & S.
May 16	—	London, etc.	Mentor	Br. B. & S.
May 18	—	Marseilles	Sphinx	Fr. M.M. Cie

## FOR SOUTHERN PORTS

Date	Time	Destination	Ship's Name	Flag Agents
Apr. 6	2.00	Hongkong & Canton	Tientsin	Br. B. & S.
Apr. 8	2.00	Hongkong & Canton	Chikugo Maru	Jap. N.Y.K.
Apr. 10	4.00	Ningpo	Hsin Peking	Br. B. & S.
Apr. 12	4.00	Ningpo	Hsin Ningshao	Br. B. & S.
Apr. 14	7.00	Ningpo	Kwangchi	Br. C.M.S.N. Co.
Apr. 16	7.00	Ningpo	Kwangchi	Br. C.M.S.N. Co.
Apr. 18	7.00	Ningpo	Kwangchi	Br. C.M.S.N. Co.
Apr. 20	7.00	Ningpo	Kwangchi	Br. C.M.S.N. Co.
Apr. 22	7.00	Ningpo	Kwangchi	Br. C.M.S.N. Co.
Apr. 24	7.00	Ningpo	Kwangchi	Br. C.M.S.N. Co.
Apr. 26	7.00	Ningpo	Kwangchi	Br. C.M.S.N. Co.
Apr. 28	7.00	Ningpo	Kwangchi	Br. C.M.S.N. Co.
Apr. 30	7.00	Ningpo	Kwangchi	Br. C.M.S.N. Co.

## FOR NORTHERN PORTS

Date	Time	Destination	Ship's Name	Flag Agents
Apr. 6	6.00	Tientsin	Kwanse	Br. B. & S.
Apr. 8	6.00	Tientsin	Irene	Br. B. & S.
Apr. 10	6.00	Tientsin	Irene	Br. B. & S.
Apr. 12	6.00	Tientsin	Irene	Br. B. & S.
Apr. 14	6.00	Tientsin	Irene	Br. B. & S.
Apr. 16	6.00	Tientsin	Irene	Br. B. & S.
Apr. 18	6.00	Tientsin	Irene	Br. B. & S.
Apr. 20	6.00	Tientsin	Irene	Br. B. & S.
Apr. 22	6.00	Tientsin	Irene	Br. B. & S.
Apr. 24	6.00	Tientsin	Irene	Br. B. & S.
Apr. 26	6.00	Tientsin	Irene	Br. B. & S.
Apr. 28	6.00	Tientsin	Irene	Br. B. & S.
Apr. 30	6.00	Tientsin	Irene	Br. B. & S.

## FOR RIVER PORTS

Date	Time	Destination	Ship's Name	Flag Agents
Apr. 6	6.00	Hankow, etc.	Hwahie	Br. B. & S.
Apr. 8	6.00	Hankow, etc.	Hwahie	Br. B. & S.
Apr. 10	6.00	Hankow, etc.	Hwahie	Br. B. & S.
Apr. 12	6.00	Hankow, etc.	Hwahie	Br. B. & S.
Apr. 14	6.00	Hankow, etc.	Hwahie	Br. B. & S.
Apr. 16	6.00	Hankow, etc.	Hwahie	Br. B. & S.
Apr. 18	6.00	Hankow, etc.	Hwahie	Br. B. & S.
Apr. 20	6.00	Hankow, etc.	Hwahie	Br. B. & S.
Apr. 22	6.00	Hankow, etc.	Hwahie	Br. B. & S.
Apr. 24	6.00	Hankow, etc.	Hwahie	Br. B. & S.
Apr. 26	6.00	Hankow, etc.	Hwahie	Br. B. & S.
Apr. 28	6.00	Hankow, etc.	Hwahie	Br. B. & S.
Apr. 30	6.00	Hankow, etc.	Hwahie	Br. B. & S.

## Arrivals

Arrived	From	Ship's Name	Flag Agents
Apr. 5	Ningpo	Kiangchen	Br. C.M.S.N. Co.
Apr. 5	Liverpool, ports	Peleus	Br. B. & S.
Apr. 5	Hongkong	Kwanse	Br. B. & S.
Apr. 5	Hankow, etc.	Tenyo Maru	Jap. N.Y.K.
Apr. 5	Yamashiro Maru	Yamashiro Maru	Jap. N.Y.K.
Apr. 5	Yawata Maru	Yawata Maru	Jap. N.Y.K.
Apr. 5	Chikugo Maru	Chikugo Maru	Jap. N.Y.K.
Apr. 5	Takeshima Maru	Takeshima Maru	Jap. N.Y.K.
Apr. 5	Omi Maru	Omi Maru	Jap. N.Y.K.
Apr. 5	Kasuga Maru	Kasuga Maru	Jap. N.Y.K.
Apr. 5	Nera	Nera	Fr. M.M. Cie
Apr. 5	Sphinx	Sphinx	Fr. M.M. Cie

## Departures

Date	For	Ship's Name	Flag Agents
Apr. 5	WHW, Chefoo, Tientsin	Koonching	Br. J. M. & Co.
Apr. 5	River Ports	Nagasaki	Br. B. & S.
Apr. 5	River Ports	Kulwo	Br. J. M. & Co.
Apr. 5	Poochow	Hsin	Br. C.M.S.N. Co.
Apr. 5	Canton	Chikugo Maru	Jap. N.Y.K.
Apr. 5	Hankow & Manila	Koboku Maru	Jap. O. S. K.
Apr. 5	Tientsin	Euclid	Am. F.M.S.S. Co.
Apr. 5	Tientsin	Nagasaki Maru	Jap. M. T. Co.
Apr. 5	Ningpo	Kiangchen	Br. C.M.S.N. Co.

## MEN OF WAR IN PORT

Section	Date	From	Name	Flag and Rating
WTW	Oct. 18	—	Snake	Br. gun-boat
WTW	Nov. 8	—	Nightingale	Br. gun-boat
WTW	Nov. 8	—	Sel. Caboto	Br. gun-boat
T.P.	Dec. 21	—	Kinshu	Br. gun-boat
T.P.	Dec. 21	—	Quince	Am. gun-boat
M.M.B.	Feb. 11	—	Wilmington	Am. gun-boat
O.D.W.	Mar. 6	—	Toha	Jap. gun-boat
T.P.	Mar. 12	—	Vilhelms	Am. gun-boat
T.P.	Mar. 15	—	Palos	Am. gun-boat
T.P.	Mar. 17	—	Elcano	Am. gun-boat
T.P.	Mar. 26	—	Gnat	Br. gun-boat
T.P.	Mar. 29	—	New Orleans	Am. Cruiser
T.P.	Mar. 31	—	Yakumo	Jap. Cruiser

## BENJAMIN AND POTTS

### SHARE LIST

#### Yesterday's Prices



# Business and Official Notices

## In the United States Court for China

In re Last Will and Testament of CHARLES AMOS BIDDLE, Deceased.

Cause No. 759  
Estate No. 287  
**NOTICE TO CREDITORS**

NOTICE is hereby given to all parties interested that the undersigned has been appointed Executor of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before October 6, 1919, and all persons owing the said decedent are required to make payment to the undersigned.

ELEANOR BIDDLE,  
Executrix,  
18 Nanking Road,  
Shanghai, China.

April 6, 1919.

21956

## In the United States Court for China

In re Estate of ALBERTA CASTERLIN KEMPTON FITCH, Deceased.

Cause No. 756  
Special Proceeding No. 278  
(Administrative)  
**NOTICE TO CREDITORS**

Notice is hereby given to all parties interested that the undersigned has been appointed Administrator cum testamento annexo of the last will and testament of the above named decedent; that all persons having claims against the estate of said decedent are required to present the same for payment with vouchers, to the undersigned on or before September 16, 1919, and that all persons owing said decedent are required to make payment to the undersigned.

GEORGE ASHMORE FITCH,  
Administrator, Cum Testamento Annexo,  
No. 120 Szechuen Road,  
Shanghai, China.

March 16, 1919.

21649

## In the United States Court for China

In re Estate of HENRY S. KEELER, Deceased.

Cause No. 747  
Special Proceeding No. 262  
(Administrative)  
**NOTICE TO CREDITORS**

Notice is hereby given to all parties interested that the undersigned has been appointed Administrator of the estate of the above named decedent; that all persons having claims against the estate of said decedent are required to present the same for payment, with vouchers, to the undersigned on or before September 16, 1919, and that all persons owing said decedent are required to make payment to the undersigned.

HERBERT RALPH SNYDER,  
Administrator,  
Standard Oil Company of N. Y.,  
Shanghai, China.

March 16, 1919.

21648

SEND 75 DOLLARS  
FOR A RELIABLE TYPEWRITER  
South Premier or Remington  
Also Clegg Machines  
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Write for Catalogue List S.D.P.  
British Ribbons and Carbons at Trade Prices.  
TAYLORS, 74, CHANCERY LANE,  
London, W.C. 2, England.

## NOTICE

We regret to inform our Customers and the General Public that, owing to the embargo placed on the Export of Butter by the Australian Government, we are out of stock of "DAISY" BRAND Butter. We are, however, able to supply our "MEADOW" BRAND which is an excellent first-grade Fresh Butter, now obtainable from all leading Storekeepers, in one-lb. pats.

**GEDDES & CO., LTD.**  
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5 Peking Road Tel. C. 346

## IN THE UNITED STATES COURT FOR CHINA

In re Last Will and Testament of WALTER SCOTT EMENS, Deceased.

Cause No. 742  
Estate No. 280  
**NOTICE TO CREDITORS**

NOTICE is hereby given to all parties interested that the undersigned has been appointed Executrix of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before September 30, 1919, and all persons owing the said decedent are required to make payment to the undersigned.

KATHERINE T. EMENS,  
Executrix,  
c/o W. S. Emens Co.,  
7, Jinkee Road,  
Shanghai, China.

March 30, 1919.

21851

## Dr. E. G. Lobzowsky DENTIST

Four Years' Practice  
in New York

Office Hours  
9 to 12 — 2 to 6

Whiteaway-Laidlaw Building  
Second Floor

## The Anglo-Dutch (Java) Plantations, Limited

(Incorporated in Hongkong)

NOTICE IS HEREBY GIVEN that the Ninth Annual General Meeting of Shareholders will be held at 13 Nanking Road, Shanghai, Tomorrow, the 7th day of April, 1919, at 4 p.m. The Transfer Books and Share Register of the Company will be closed from Monday, 31st March, to Monday, 7th April, 1919, both days inclusive.

By Order of the Directors,  
R. N. TRUMAN & CO.,  
Secretaries and Managers,  
Shanghai, 25th March, 1919.

**The China Land and Building Co., Ltd.**  
(In Voluntary Liquidation)

Notice is hereby given, pursuant to Section 181 of the Hongkong Companies Ordinance, 1911, that a meeting of the Creditors of the above-named company will be held at the offices of Messrs. Seth, Mancell & Co., Public Accountants, 38 Klange Road, Shanghai, China, on Wednesday, the 23rd day of April, 1919, at 4 o'clock in the afternoon, for the purposes provided for in the said section.

A. H. MANCELL,  
S. A. SETH,  
Liquidators.  
Shanghai, 4th April, 1919.

## SHANGHAI GAS COMPANY, LIMITED

NOTICE is hereby given that the ANNUAL GENERAL MEETING of Shareholders will be held at the office of Messrs. SCOTT, HARDING & CO., 6 Peking Road, Shanghai, on THURSDAY, the 24th April, 1919, at 4 o'clock p.m.

The Transfer Books of the Company will be closed from the 15th April to the 24th April, 1919, both days inclusive.

By Order of the  
Board of Directors,  
GEO. R. WINGROVE,  
Secretary.  
Shanghai, 5th April, 1919.

21948

Amusement Advertising  
will be found on  
Page 19

## FROM EXPERIMENTS

as to the value of alcohol in tuberculosis, it was determined that, whether wine or spirit is consumed, the beverage should be of the best quality. Good Claret or Burgundy up to a pint daily may be allowed. A little brandy or whisky is preferable to port or sherry, which in some cases are objectionable. Inferior or acid wines should be avoided.

## ELEPHANT HEAD CLARET

GARNER, QUELCH & CO.  
Sole Agents.

## PEITAIHO WEST END

Several new five-roomed furnished villas with very large verandahs, 2 or 4 bathrooms, pantry, servants' quarters, garden, etc. Each villa situated on from 6 to 12 mow of land, all very close to the sea and with a new up-to-date road from the beach-station. The villas are suitable for 2 families.

Plans on view at the  
**CREDIT FONCIER D'EXTREME-ORIENT,**  
20, The Bund,  
Entrance on Nanking Road.

21955

## "Osteopathic Treatment Desired"

Wanted to know, if there is a graduate Osteopath in Central China, residing between Wuhu and Shanghai, or along the Tientsin-Pukow Railroad, between Nanking and Tientsin. Anyone knowing of an Osteopath in this region, please address to Box 446, THE CHINA PRESS.

21952 A.S.

## The Roumanian-Asiatic Mercantile Co.

(In Voluntary Liquidation)  
In accordance with instructions received from Mr. Aristide Blank, the principal Co-proprietor of the Roumanian-Asiatic Mercantile Co., to liquidate the Company, we have this day appointed Mr. Charles J. Caesarman for the purposes of such winding up.

Mr. Chas. J. Caesarman will collect and settle all accounts in connection with this business, and all communications regarding the Company should be addressed to this gentleman, when they will be promptly attended to.  
(Sgd.) J. HEIGER,  
Manager-in-charge.

ARISTIDE BLANK,  
By his attorney  
(sgd.) J. HEIGER,  
Shanghai, 31st March, 1919.

## NOTICE

I hereby give notice that I have this day transferred my rights in the liquidation of the Roumanian-Asiatic Mercantile Co. to the ROUMANIAN MERCANTILE COMPANY

(Charles J. Caesarman & Co.)  
1A Jinkee Road  
who will continue the trade of the said Company, and to whom all further communications should be addressed.

CHARLES J. CAESARMAN,  
Liquidator.  
Shanghai, 1st April, 1919.

21949

## LOST

A Bank Order, No. 3656, for Shanghai Taels 309.50, due on 4th day of 3rd moon, issued by the Sing Yu Bank (信裕莊), has been lost on the way.

The public are hereby warned against negotiating the same, as it has been declared null and void. Notices also appear in the Shun Pao and Sin Wan Pao.

YUEN DAH COTTON-  
YARN FIRM.  
源大紗號啓  
Shanghai, April 6, 1919.

21984 A.S.

Business and Official Notices  
are Continued on  
Page 16

FOR BRITISH AND AMERICAN  
**METALS, HARDWARE & SUNDRIES**  
PHONE OR WRITE TO  
**W. Z. ZEE & SONS**  
BROADWAY-SHANGHAI PHONE: NORTH 1468

## THE "NATIONAL"

(MODEL NO. 3)



is a portable typewriter of standard type-bar construction with rigid durable frame of cold rolled steel—built to stand rough usage—full sized universal keyboard, full width carriage: has every essential advantage of the big typewriters, yet stands only 6 1/2 inches high and weighs a little over 9 lbs. complete. Two colour ribbon, back-spacer, easy removal of type-bars, etc.

Complete with Leatherette Carrying Case

**ONLY MEX. \$75**

## THE OFFICE APPLIANCE CO.

Phone SPECIALISTS IN OFFICE EQUIPMENT Cable Add: Central 4773 4 Canton Road, Shanghai Mackhuck

## SPRING OVERCOATS and TOP COATS

New American Styles  
Early Spring Styles in Business and Sack Suits

## Thom Shing, Tailor

Telephone, North 2829  
8a Broadway, Astor House Building

## CABIN WANTED

WANTED, one cabin on any steamer to San Francisco or Seattle as soon as possible after middle April. Handsome premium offered.

Apply to Box 434, The China Press

## SHANGHAI RUGBY FOOTBALL CLUB.

It is proposed to play a game against a team chosen from the Navy and Army in Shanghai on Wednesday next at 4 p.m. sharp and the undersigned would like to hear from members of the Club and others who would like to play.

J. W. WEBBER, Tel. C. 2300.  
R. M. SAKER, Tel. C. 12.

21957

## EDUCATIONAL

FRENCH LESSONS, conversations, new and easy method; also business translations. 9 Ezra Road.

21983 A.S.

Classified Advertisements  
are Continued on  
Page 16

## Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

## APARTMENTS

WINDSOR HOUSE, 14-15 Quinsan Gardens. Comfortable rooms front and back, (with bathrooms and verandah), to let. Good table. Telephone North 432.

## Connaught House

8 Quinsan Gardens Board-Residence Terms moderate. Apply Mrs. POLLOCK.

TO LET with board, from 15th, April, large attic flat comprising two comfortable rooms suitable as bedrooms, or sitting room and bedroom. Private bathroom and large landing. Appropriate for two bachelors or married couple. All comforts, telephone, tennis, garage and stabling. Apply to Box 393, THE CHINA PRESS.

ROOM and BOARD. Madame Antoinette, No. 6 Wayside Road. 21895 A.S.

TO LET, for couple or bachelor, a large, well-furnished room, with bathroom attached, in Central district. Good cuisine. Apply to Box 421, THE CHINA PRESS.

21897 A.S.

## Exchange and Mart

FOR SALE, one bond in International Savings Society, paid in since January 1st, 1917. Best offer accepted. Apply to Box 443, THE CHINA PRESS.

21947 A.S.

FOR SALE, eight-cylinder Cadillac, five-seater roadster, can be turned into touring car, recently over-hauled, Tls. 2,500; Scripps-Booth car (four-cylinder), perfect condition, Mex. \$1,500. Apply to 11 Tifeng Road (at Yu Yuen Road).

21948

WANTED, a Mauser pistol and ammunition. Apply to Box 449, THE CHINA PRESS.

21963 A.S.

WANTED to sell, first-class boarding house, 10 rooms, garden, garage. Good business concern. Owner selling through ill health. Reasonable price, all inclusive. Apply to Box 450, THE CHINA PRESS.

21964 A.S.

FOR SALE, very cheap investment property, Tls. 14,000 cash, balance can remain on mortgage, rent Tls. 8,000 per annum. Ten foreign residences, three years old, in French-town. All modern improvements. Full price, Tls. 20,000; less than can be produced for now. For further particulars, address to Box 222, THE CHINA PRESS.

21891

SAFETY Razor Blades Sharpened. Old blades made as good as new, 50 cents a dozen, single blades; 70 cents, double. Y.M.C.A. Barber Shop, 120 Szechuen Road.

21946

FOR SALE, latest model typewriters and electric lighting fixtures at real cost prices. For particulars please apply to Box 442, THE CHINA PRESS.

21955 A.S.

FOR SALE, Eggs for setting, pure strains: Leghorn, Minorcas, Barred Plymouth Rock and Langshan. Also a few pure-bred fowls. Apply to Box 440, THE CHINA PRESS.

21929 A.S.

TO SELL, before April 10, Corona Typewriter. Brand new \$85. Apply Astor House Room 68 between 6 and 7 p.m.

21926 A.S.

FOR SALE, almost new, electro, an electrically driven victrola, suitable for either 100 or 200 volt current, with or without records. This is the finest machine made by the Victor Coy. Offers to Box 435, THE CHINA PRESS.

21921 A.S.

## SITUATIONS WANTED

ADVERTISER can recommend a capable young Chinese to work as a general office assistant or Customs clerk. Has had eight years' commercial experience. A1 references. Apply to Box 447, THE CHINA PRESS.

21960 A.S.

POSITION WANTED by a Russian artist. Will accept work as portrait painter or as sketch artist for any newspaper in order to exist. Apply to Box 448, THE CHINA PRESS.

21962 A.S.

WANTED, by English lady, position as nursery governess or mother's help. No objection to out-port. Apply to Box 445, THE CHINA PRESS.

21961 A.S.

POSITION WANTED by a young Chinese, with good knowledge of English. Desires position as interpreter or clerk. Apply to Box 413, THE CHINA PRESS.

21884 A.S.

## OFFICES, ETC., TO LET

OFFICES to let, new building, 14 Canton Road, on ground, first and second floors, from April 1st; divided to suit tenants. Apply premises.

21867

LARGE, bright godown, second floor, Central district. Immediate occupation. Apply to Box 246, THE CHINA PRESS.

21869



## \$95 an Hour!

"Through increased earnings, I have already been paid \$95 an hour for the time I spent on my I.C.S. Course! My splendid position, my income, my home, my family's happiness—I owe it all to my spare time training with the INTERNATIONAL CORRESPONDENCE SCHOOLS." In the files of the China Agency, I.C.S. are hundreds of letters from I.C.S. students telling of promotion and increases in salary as rewards of spare time study. What are you doing with your leisure hours? Can you afford to let them slip by unimproved when you can easily make them mean so much? One hour a day spent with the I.C.S. will prepare you for the position you want in the work you like best. Yes, it will! Make us prove it. Mark and mail the coupon NOW!

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Learn to speak correctly—English, French, Spanish, Italian—by I.C.S. Special Phonograph method

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Ask us to send you our new illustrated catalog No. 16. Or, tear out this notice and write your name and address on the margin. Also let us know the training that interests you. You will promptly receive catalog and full information.

Office No. 15

China Agency I.C.S.

111 NANKING ROAD, SHANGHAI

Write address HERE



Once Before She Had Ridden on a Railroad—When the American-Armenian Relief Committee Sent Her from Armenia to Take Ship for the United States. In a Cattle Car, Sleeping on the Floor, Huddled in With Soldiers, With a Loaf of Black Bread, Little Aurora Made Her Journey Happy and Contented.

# Like a Story in the Fairy Books

Now Miss Aurora Has Just Arrived in California After a Journey Across the American Desert. And This Time the Little Persecuted Waif Traveled in a Drawing-room and Took Her Meals in a Trans-Continental Dining Car—No Drunken Russian Soldiers Trod on Her Sleeping Form, no Brutal Liberties Were Taken with Her.



Herded in the Desert by the Turks  
**Little Aurora, the Christian Girl Refugee, from Ravished Armenia, Greeted Like a Princess on a Triumphal Trip Across the Country to California**



THE readers of this newspaper who have followed the story of poor little Aurora Mardigian, the Christian Armenian girl who was held captive by the Turks, will perhaps be interested to learn of a new chapter in her extraordinarily eventful young life.

This girl, who wandered for two and a half years across the blistering deserts of Asia Minor till her feet dripped blood, has just travelled across the American Continent with every luxury that our railroads can supply.

Once before she had ridden on a railroad—when the American-Armenian relief committee sent her from Armenia to take ship for the United States. In a cattle car, sleeping on the floor, huddled in with soldiers, with a loaf of black bread, little Aurora made her journey happy and contented. It was the first railroad she had seen, the first railway car she had ever been in—so far as she knew it was the best there was, and it was all very wonderful.

Now Miss Aurora has just arrived in California after a journey across the American deserts. And this time the little persecuted waif travelled in a drawing-room and took her meals in a trans-continental dining car. No drunken Russian soldiers trod on her sleeping form, no brutal liberties were taken with her this time.

She lived for the greater part of two and a half years on grass, insects and such food as she could pick up in the wilderness. Now she eats chicken and asparagus, candy and fruit and every delicacy a girl could wish.

She spent her two and a half years escaping the clutches of Turkish pashas and murderous Kurds. Now she is in the hands of the most kind-hearted and charitable women of America.

"Can these things be real?" says Aurora. "I am in fairy land."

Then she laughs in girlish glee at the queer sights she sees—the women climbing into their berths, the dinner appearing as if by magic in the railroad car, the colored porters bowing before her with obsequious courtesy, the purring, cushioned automobiles that carry her hither and thither.

Everything that happened to her from New York to Los Angeles was in marvelous contrast with her previous life. Her pathway is strewn with flowers and receptions and kindness. Committees of public-spirited and sympathetic people await her at every stopping place with automobiles ready to welcome her to luxurious hotels or private houses.

All these bewildering adventures are happening to Aurora because the American Committee for Armenian and Syrian Relief, of which Cleveland H. Dodge is treasurer and Miss Nora Wain secretary, decided to send her to California. Among the leading members of the committee are ex-President Taft, Judge Charles E. Hughes, Bishop David H. Greer and ex-Ambassador Morgenthau. The name of this great charity has been changed to American Committee for Relief in the Near East.

In sending Aurora to California they had two objects. One was to give this young girl a delightful experience, to make her

feel that she was among warm hearted Christian people, who would do everything in their power to atone for the cruel wrongs she had endured and wipe out the searing effects of the past.

The other object of the committee was to have Aurora's story told in moving picture form for the benefit of stricken Armenia. They believe that the experiences of this young girl, the only one who escaped alive among those seized by the Turks, will be the best way of bringing home to the American people the dreadful tragedy of Armenia. They believe it will be the most effective way of inducing the United States to save the remnant of this martyred Christian people from the condition of starvation, misery and disintegration into which it has fallen. The proceeds of the moving picture exhibitions will help to make up the fund of \$30,000,000 which the committee plans to collect for the restoration of Armenia.

Conditions for making moving pictures are, of course, ideal in California and so everything was just right for Aurora's Cinderella trip.

The thrilling facts of Aurora's escape and wanderings in Armenia are already well known to readers of this newspaper, but some features of them may be repeated to show the contrast between what happened to her then and what is happening to her now in her new fairland of kindness, peace and sympathy.

Aurora was one of 15,000 Armenians of the town of Tchamish Godak who were carried away by the Turks to be slaughtered in trackless wildernesses and secret places or condemned to slavery in the harem. Of all this contingent, it is believed, she is the only one now left alive.

She was held a prisoner for a week in the harem of Ahmed Bey, the high placed Turk, where she saw her own mother and little brothers and sisters murdered. She was left to die in the desert, but was captured by the wandering savage Kurds and held by them as a slave.

She passed into the harem of the horrible Haji Chafour, but escaped and wandered into the desert again. She lived on grass and bark in the desert of Derain for months. She was in turn a prisoner of the Turks, Kurds and Circassians.

She tramped over five hundred miles on foot in the Armenian and Syrian deserts, never having the covering of a roof, the use of a bath tub or the rudest elementary comforts of civilization. During most of this time she was shoeless and practically naked.

Then, one wonderful day, from her hiding place she saw the Russians capture Erzerum and she knew that there was a chance of finding help from Christian hands. Strange to say, the spot from which she witnessed this stirring sight is called the Hill of Eden and forms part of the original Garden of Eden according to Armenian records. Then the poor girl dragged her weary body into the Russian lines.

Her hardships were by no means at an end, for she was compelled to walk part of the long road from Erzerum to Tiflis in Russia. From Tiflis to Petrograd she was allowed to lie on the floor of a railroad cattle car. This was her first adventure on a railroad. In Petrograd American friends



Aurora's Party in Camp in Turkey



Aurora Mardigian, Who Was Held Captive Nearly Three Years by Bloodthirsty Turks and Kurds

of Armenia helped her to reach America, but she travelled to New York in the ship's steerage. Since then life has been growing more and more rosy for her.

Now, when dreary Winter threatens the eastern United States, Aurora goes to Southern California. But made the trip in a carefully selected drawing-room section under the care of a legally appointed guardian. She had never seen the interior of a Pullman car before and she clapped her hands with delight at the sight. This poor girl, who for nearly three years had been treated as no American could treat his dog, enjoyed the use of her own bathroom and had her breakfast brought to her in bed every morning.

Fresh flowers were placed at her table every day and magazines and books to keep her happy and amused were constantly provided for her.

Nearly everything she saw pleased and amused her, which was not surprising in a girl who for years had seen and experienced little but the kicks, curses and outrages of murdering Turks and Kurds, except when she was alone in the wilderness.

Occasionally some incident brought back the memory of her long agony. For instance, when a colored porter suddenly put his head in at the door it reminded her for a moment of the colored slaves in Ahmed Bey's harem and she gave a little shriek of terror, but her fright quickly passed away.

When she saw women of dignity climbing into upper berths on the train, while she enjoyed a regular bed, she was slightly amused. Yet she always remained the simple unspoiled child of Nature, warm-hearted and ready to share her good fortune with every friend and acquaintance.

This poor girl, whose clothing for two and a half years varied from a wisp of rag to nothing at all, was fitted with a wardrobe from the best couturieres and modistes of New York. She had smart tailor-made costumes for day wear and dainty décolleté dresses for receptions and evening wear.

Greatest luxury of all, for one who had wandered for years in bare feet, she had several pairs of shoes of the finest quality.

When Aurora reached Los Angeles, a comfortable limousine waited for her at the station. Nestling in its luxurious cushions, she was rolled away to the finest hotel in the city. There the Presidential suite had been reserved for her, the suite that had been occupied by President Taft, President Roosevelt and several foreign Ambassadors.

Her rooms were filled with flowers sent by her admirers and sympathizers who had read of her brave struggles to escape from the Turks. The leading citizens of Los Angeles and their wives called upon her in such numbers that after three days the excitement upset Aurora and she had to go into the hands of trained nurses—another luxury of American civilization quite new to her. In Armenia she had dragged herself about without help when suffering from cruel wounds.

Aurora made a quick recovery, and she went on with the work of representing on the film her own story and the martyrdom of her people.

The Committee for Armenian Relief proposes that this motion picture shall impress the whole tragedy of Armenia deep-

ly on the mind of America. It will be the most elaborate picture of its kind ever produced, and the most faithful to facts. Every feature of it has been verified by Lord Bryce's report on the Armenian atrocities made to the British Government.

The production has been made for the committee by William N. Selig, who gives his services to the cause.

Aurora threw herself into the work of representing her own adventures and the sufferings of her people for the film with intense earnestness. For her it required no acting—only repeating what she had already suffered. She fully realized that her efforts would help to bring relief to the remnant of her martyred people and might be the means of saving them from extinction as a nation.

It was found, however, that she could not act more than a few minutes a day, for the strain of living over again her own agony, of seeing the death of her mother and brothers and sisters and all she loved was so great that she became unnerved and broke down. Finally, however, with ample time and care the picture was completed in the form the committee desired.

The picture begins with the signing of the Imperial edict in the Sultan's palace for the deportations and massacres of the Armenians. Enver Pasha and Talaat Bey, ministers of war and the interior, the Sultan, and Djavid Bey, Enver's brother-in-law and principal agent in massacres, are shown in the minister's room. Ambassador Morgenthau's protest against the inhumanity of these Turks and his effort to stay their hands are depicted.

Then the picturesque Armenians are shown in their homes. From then on the picture represents the issuing of the proclamation, the massacres of the men with great cruelties, the assembly of the women, the looting of their homes, the cruelties of the Zaptiehs and the starting of the women, with Aurora's family, on the road to the Arabian desert. Aurora's own story is then pictured substantially as it has been told in this newspaper.

The American Committee present the picture throughout the United States beginning January 12 in all the large cities. All money received goes directly to the committee, and the costs of exhibition are paid by the committee directly. Every dollar will go to Armenia entire. It is hoped that at least ten million Americans will see the production.

It will be not only a very stirring picture, a highly artistic one. Special music written by Armenian composers will give it a strange Oriental glamour. The picture is directed by Oscar Apfel, a noted director.

Aurora herself will appear in person as many of the representations as possible to thank the American people for what they are doing for Armenia and to beg them to complete the work. She has learned English especially for this purpose.

Aurora is a special ambassador from General Andranik, the Armenian national hero, who never gave up hope, in the struggle in which 2,000,000 of his people were massacred, and the picture is her fulfillment of her promise to him, given just after she reached the Russian lines, that she would tell America the full truth about Armenia.



# Cylinder Gowns

## By Lady Duff-Gordon

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

One of the New Cylinder Gowns—"Istar-Sahar," Showing the New Note of Fullness in the Tunic.



A Delicately Original Tea Coat in Which the Cylinder Motif Is Again Utilized.

The Cylinder Gown with Its Harmonious Bodice. In This Gown Lady Duff-Gordon Has Been Inspired by the Ancient Glories of Babylon Both in the Silhouette and Its Marvelous Colorings.



By Lady Duff-Gordon  
("Lucile")

TODAY I am showing you gowns built upon the cornerstone of art, long recognized and only occasionally questioned, that the curve is the line of beauty. They so drape the figure that it is of cylindrical form.

The long, slender cylinder is a thing of intrinsic beauty. The slim, fragile reed is often found in that form. Some of the famous columns supporting what were the most beautiful of ancient temples were derived from the reed model. The woman who plans her wardrobe upon such basis is sure to have garments that are intrinsically beautiful.

The large right hand figure which you see I have given the name, "Istar-Sahar." The stateliness of the model and the long, straight lines of the robe convey, I hope, something of my inspiration. There was in my mind a word picture of Istar, or Ishtar, the goddess worshipped by the Babylonians and Assyrians. The splendor of the material used for the narrow skirt deepens the impression I wished to convey of the magnificence of the East. This tea robe is composed of a skirt of Canton blue Chinese brocade. Upon the rich blue background are wrought flowers in black and silver. Around the hip-line of the sheath-like skirt is a wide border of skunk fur. Above the skunk border is a glimpse of a sapphire girdle. A long, close gathered bodice of cloth of silver is finished at the bust line by a band of violet metallic ribbon. Over the bodice is worn a tunic of lead colored gauze. At neck and wrists this veil-like tunic is finished by sapphire and silver bands. From the sleeves and neck, at the front, hang silver tassels. Flesh-colored satin slippers complete this gown intime.

The small, upper left hand figure shows the same gown with the addition of its own half tunic or smock. Again Canton black and silver brocade with a background of Canton blue is employed in the building. The tunic is faced with violet satin. A broad band of skunk fur finishes the tunic.

In the lower left hand of the page you see the delicate tea coat to which I fit the light phrase, "Tu M'Amuse" (you amuse me). Smoke colored gauze is used for the garment worn over a slip of shell pink charmeuse. The full, straight, short-sleeved tunic that has kinship in line to a Mandarin coat, or a painter's long smock, is heavily embroidered in silver. It is piped at cuffs and hem with rose colored silk and black velvet. Over the slip is worn a girdle of mulberry ribbon. A corsage bouquet of flowers in gay Bulgarian colors adds to the garment that is at once ephemeral and sumptuous.



## Fads And Fancies Of Fashion

Fashions from the trenches have continued to come over for two years. The colorful neck muffer, the quilted waistcoat, the leather belt, the diagonal line from shoulder to waist, were some of the features that were lifted from the mud and blood of Flanders and brought into the clean and smiling life of the American public.

First we wore the muffer as a means of protection against bitter cold, and now we have attached it to frocks and coats. It is used in formal style on a black velvet coat that reaches below the knees. The material is oyster white plush; it is well pulled up around the ears and chin, fastens at the left side and then drops in one long streamer down the back.

It is used in gray angora on a dull brown-woollen jersey street frock. The lines of the gown are slim and tight. The skirt has two bias pocket openings outlined with gray angora. There is a wristband of the angora, and then this muffer which is pulled over the chin, caught at the side with a handsome tortoise shell buckle wrought in open work and dropped to the heels at the back. It is a part of the gown, as the white plush muffer is a part of the coat. It cannot be detached. This is quite a new idea, in collars, and it promises to have a strong measure of popularity.

Young girls are not so sedate in their choice of colorings, for instead of oyster white and gray they take up mandarin yellow and cherry color for dark blue frocks. One can unwind these mufflers in the hands, otherwise the gown would be useless. They are arranged in a clever way so that they may be detached from the neck line in front, and dropped around the figure, or thrown backward and then twisted around the wrist.

Straw braids worked into cheeks of contrasting color are used in some of the new hats designed for Southern wear.

Color wheel ears are used with good effect on some of the new straw hats. The little sheafs, or the part of wheel that bursts open to let the shade come out and that later encloses the grain, is made of chiffon. Some of the new hats, with moderately wide brims, are decorated with a fringe of feathers all the way around.

Little hats of tulle, of brown, black, dark blue and bright colors are made with high, puffed crowns and narrow, drooping brims. Sometimes the brims are stiffened with wires and sometimes they are merely formed of a ruffle or fold of the tulle.

An attractive hat for Southern

wear is made of white wool, crocheted or knitted, and mounted in a frame. The crown is surrounded with a fold of a cherry colored ribbon, on which are sewed big round perforated bone ornaments.

There are all sorts of interesting coin purses in the shops nowadays that make the task of looking after the pennies—and if you do that, you know, the dollars are said to be able to look after themselves—a pleasant and easy one.

To begin with, there are the tiny gold mesh coin purses. One type is modeled on the big gold mesh handbags, only it is on a very small scale—not more than two inches wide at the top, where the framework clasps. There is another type, circular, with a stiff-metal frame, and with the gold mesh stretched between the circular bounds of the framework. This, like the other one, is fitted with a little chain handle, sometimes ending in a ring to put about the finger.

Then there are the tiny round boxes of enameled silver and gold. Sometimes these are done in enamel in plain color, sometimes with a design in a contrasting color. Sometimes they are in deep violet or blue; sometimes in palest yellow, or pink. Like the little gold mesh purses, these usually have a chain ending in a finger ring, which makes the task of holding them all the easier.

Another type of purse is the silver or gold or gun metal or enameled coin boxes or cases—those little coin purses that look so much like cigarette cases that one wonders if their originator had not this likeness in mind.

Beaded purses of the smallest size are also sold, and they are quite fascinating. They are just like full size hand bags with metal frames only they are little—as little as the small gold mesh purses.

Any of these coin purses or change purses are suitable to go in a bead bag or a silk or velvet bag, or any other sort of handbag, and some of them may be carried when one wishes to have money on hand in the least hingsome shape without any handbag at all.

White buckskin shoes shown for the South show jet buckles of various sorts. Usually they are very effective. One method of mounting the buckle is to place it on a founda- tion composed of closely plaited black ribbon, which extends just far enough to give the buckle a little back- ing.

Sometimes, too, white satin evening slippers show jet buckles or small jet buttons fastened flat against the tongue section or the edge of the shoe as it slopes up to the instep.

## At the Dressing Table.

By MARGA

### How Millicent Chanted Better Time

I hadn't seen Millicent for over three years, when I called on her a few days ago. I knew she had taken up moustache work at the beginning of the war, and from what I had heard of her from time to time, hard work, early rising, and late to bed, I quite expected to find her looking old, and very much worse for her three years' work. But her from looking faded and tired, I found her younger and fresher than when I had last seen her. Her complexion was smooth and clear, and her hair brighter, and more glossy than before, while the few wrinkles which I remember had entirely disappeared.

### How She Preserved Her Complexion

After a little persuasion she told me the secret of how she had not only kept, but improved, her looks during the three years in which we had not met, in spite of her hard work and late hours.

She told me she owed the freshness of her complexion to the regular use every night of a little plain unscented wax. This she rubbed gently into the face and neck, leaving it on all night, and washing it off in the morning with warm water. She had entirely given up the use of powder, which she told me she felt sure caused wrinkles, and was using instead a lotion made by adding six ounces of champagne to about two ounces of water. This lotion gives a most natural appearance, and is beneficial to the skin, and judging by her complexion I can well believe it.

### Removing the Wrinkles

When I asked what she had done to remove the little wrinkles which I remembered round her eyes and mouth, she told me nothing. The use of the unscented wax had done the trick without any effort on her part. This wax, it seems, gently peels off all the dead outer skin, slowly and imperceptibly while one sleeps, and with the dead skin, all lines and wrinkles, leaving the fresh young complexion beneath clear and smooth.

### A Slight Growth of Superfluous Hair

There was another point upon which I was very curious. Millicent used to have a slight growth of hair on her upper lip, which I am forced to admit, entirely spoilt her claims to being considered a pretty girl, and this too had entirely disappeared, owing to the use she told me of a little powdered pincel. After two applications, she said, all traces of the growth had disappeared, but as a precaution she had used some talco paste for a couple of weeks afterwards.

### How She Kept Her Hair Bright and Glossy

To keep her hair in good condition she had shampooed it regularly every fortnight with a deersy shampoo of stalker dissolved in hot water; then dried it without rinsing (as this is not necessary when using stalker), and given it a good brushing. Every month she gave it a stimulant in the form of a single tonic. For one week in every four she massaged into the roots of her hair a tonic made by mixing an ounce of borax with four ounces of Bay Rum or Eau de Cologne.

### A Perfectly Natural Color

Millicent had always been naturally pale, and I remarked on the pretty flush which had come into her cheeks. This she explained was not natural (although it had deceived even an expert like myself), but was brought about by using a little pure roslauden, which she applied to her cheeks with a piece of cotton wool. The beauty of this color was, that it appeared absolutely natural, for it deepened as the atmosphere became warmer, just as a natural color would.



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# AUTOMOBILES

SHANGHAI, SUNDAY, APRIL 6, 1919

## NO RATES TO BE SLASHED ON DODGE OR CADILLAC

Amazing Story They Could Be  
Bought For A Song From  
Uncle Sam Untrue.

New York, February 9.—For some weeks past the Tenderloin, Wall Street and Park Row have been filled with rumors that the Government was selling at a great sacrifice thousands of Cadillac and Dodge passenger cars for which they had no further use.

The general gist of the story was that the price the Cadillac car could be obtained for was \$1,000 and while all Uncle Sam wanted for a Dodge car was \$300.

One story had it that the cars were being sold in lots of 100 and another said that they were being sold in bunches of ten. Army headquarters in Hoboken or Philadelphia, according to the man who related the story, were the places where the cars could be obtained.

On the strength of these rumors little clubs of ten were formed in Wall Street, Park Row and in the theatrical district to pick up these alleged bargains.

No one seemed to know who started the story, but everyone knew some prominent person who was in on the deal. No one was able to produce anyone who had bought either a Cadillac or a Dodge car at the cut-rate price, but the rumor would not down.

Among the second-hand car dealers the story was pronounced a pure fake, and the leaders of the used-car trade said they would be glad to pay \$2,000 for a new Cadillac, or \$700 or \$800 for a Dodge car, if anyone could produce them.

Alfred Reeves, manager of the Automobile Chamber of Commerce, when asked about the yarn said: "It is absolutely untrue. There is not one word of truth in the story." The Government, he said, bought about 13,000 passenger cars, and of these over 800 were sent abroad and will probably never be brought back while, as for the other 10,000 cars of various makes, the Government needs all of them for its own use.

Continuing, Mr. Reeves said Col. Fred Glover, of the Quartermaster's Department, in charge of motor vehicles, "told me that no cars will be sold by the Government in any manner, shape or form at the present time. He also stated that no trucks would be sold, and if they were sold the makers would first be given an opportunity to bid on them. So if any one expects to buy a Dodge or a Cadillac car at a cut rate from Uncle Sam, he is going to be disappointed."

## DENBY TRUCK 5 YEARS OLD

Hard Won Experience Behind Their  
Proved Excellence

"Performance and cost per ton mile are the base of motor truck merchandising, and unless both can be proved the manufacturer is in danger of being in the debris when his air castle tumbles," says W. J. Aitken, president of the Denby Eastern distributors.

"For five years Denby trucks have been tried throughout the world, and the satisfaction of owners is reflected in recent additions to the factory at Detroit to permit of production which will keep abreast of the orders."

"Pioneer users of the internal gear drive Denby stick to the basic principles of the first model. Not only can no truck of given capacity outwork one of them, but the operating cost is quite the lowest because of the elimination of waste effort through this approved and simple mechanism."

## Bidding Blowouts Adieu!



JAMES A. MORNE.

Investor Perfects Punctureless Auto Tire

James A. Morne, of Denver, and his punctureless auto tire. It is a resilient tire and can be manufactured at one-half of the cost of pneumatic tires. It is contrived in four sectional parts. When one section becomes worn it can be removed and replaced with a new piece at small cost. The sections for the tire can be carried in an ordinary tool box. Mr. Morne is showing how easily a section of the tire can be replaced.

## At The Automobile Shows

By C. G. Sinsabaugh  
(In Motor)

The great American public is now having an opportunity to inspect the 1919 offerings of the motor industry. The result is that Chicago looked just like a national show while it is anticipated New York will be a wonderful affair. In Chicago, the two big buildings, the Coliseum and Armory, were used, and the show itself was as thoroughly representative of the industry as if the Chamber itself was running it. In fact the average visitor saw little to tell him that these were not the national shows as in past years.

Chicago had to come first on the schedule because New York could not get Madison Square Garden before February 1. Chicago picked to open January 23, running the passenger car section for one week. The truck show was set for four days of the week following, February 3 to 6. By this way, this was the first time trucks have been exhibited at a Chicago show in years, but it only is indicative of the growth of the commercial car industry. New York also has recognized the truck and has given it a full week, the second half of the show.

That the dealers were wise in insisting on holding the shows as usual has been proved by the great demand for space. This brought about an interesting sidelight on the situation. Chicago had more different makes of passenger cars on view than New York, but the latter has far more makes of trucks to exhibit when the last half of its show is held. And the manufacturers of accessories have given both shows their liberal support.

None can deny the invigorating spirit that the shows will put into the industry. They have diverted the minds of the manufacturers from war work to the present peace times. They have told the makers that they must be up and doing in order to take advantage of the big business that surely is to be had this summer and they are giving the dealers a selling impulse that will be felt throughout the country.

Especially is this last fact true, for

port, which meant a tacit support of the exhibitors through the makers' representatives in the two big cities. The result is that Chicago looked just like a national show while it is anticipated New York will be a wonderful affair. In Chicago, the two big buildings, the Coliseum and Armory, were used, and the show itself was as thoroughly representative of the industry as if the Chamber itself was running it. In fact the average visitor saw little to tell him that these were not the national shows as in past years.

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coming after Chicago there is a string of local shows that will carry us well into April. Milwaukee had its show at the same time as did Chicago, while ahead of us loom Kansas City, Louisville, Minneapolis, Des Moines, Columbus, Buffalo, San Francisco, Cleveland and Boston, each a hammer that will drive home to the people the fact that the automobile industry has cars to sell; that improvements have been made and that, now the war is over, the people can spend some of their money for the greatest means of transportation of modern times—the passenger car and the motor truck.

And what have the manufacturers prepared for exhibition to the American public? Well, Chicago gave us a fair insight into this, for Chicago demonstrated that the makers lost no time in getting out new ideas once they knew Chicago and New York shows would be held. Factories got busy immediately, improvements in designs were planned along, new body lines developed and the result is that the American car for 1919 is something of which we may well be proud. True, there is nothing radical but that hardly is to be expected as yet, for the industry has not had a fair opportunity as yet to develop the new ideas brought about by the war, but the new cars certainly show progress. Basically the cars are the same as the previous ones, but there are a number of concerns which have had time to change numerous details which is about all they would have done in a normal producing year. Others, so rushed with government work, did not have enough time to fully develop certain parts or details while a third class was already past the developments period with many units but did not get time to enter production. This last named class is the one which holds the most promise, but we cannot expect them to be opened until late spring or summer.

The American public is shortly going to see some totally different chassis from the prevailing ones. There will be a great many more cars with overhead valve engines; there will be more small cars, they will be lighter in weight. New designs of enclosed and convertible models will be strikingly attractive, colorings will be livelier with the lighter colors prevailing. In the details of the chassis we shall see more attention paid to lubrication than to anything else. Oils will be used more freely in place of grease, there will be fewer places which require frequent attention. There will be attempts to introduce some decidedly radical constructions in engines and other parts but from past experience the American public will not take to them. They prefer the standard chassis with a block-seat detachable head six-cylinder engine, disc clutch, three-speed transmission, two-joint shaft to the axle. In wheels though we shall see a great many more chassis with wire and disc or disc covered ones.

This lack of appreciation of goodness because it is not conventional

does not apparently prevail abroad where the post-war announcements tell us that many radical constructions will be produced during the coming year.

We must bear in mind that a great many of our manufacturers previous to our entrance into the war were almost ready to announce new productions. The war stopped these, but time was found in many cases to continue development, smoothing out the car and avoiding detail errors. Many of these cars will be seen on the market in April, May and June. There are a great many cars which give excellent satisfaction so far as the performance goes, but which invariably develop body troubles in a short time after use. These body troubles, including rattling doors, chipping of enamel, ruffling of instruments, cracking of upholstery, etc., are going to get a lot of attention. Sometimes it is not in the body but in the poor frame construction which allows all vibration and distortion to get to the body.

We shall see improved wiring and further development of electrical apparatus and the storage battery. Mention of the latter brings up the question of accessories and there is no question but that this field will get its full share of development which retarded to such a noticeable extent during the last year. The tire situation will be more interesting than ever with the sort type of tire making tremendous gains. This tire will increase in popularity each year until production is big enough to cause a price reduction and then the canvas tire will be no more than a substitute. The tire situation as it now stands gives that battery type ignition almost universal recognition, but no doubt the magneto will gain some adherents in a few years.

## Rubber Companies Faster Athletics

New York, February 9.—Representatives of the various rubber companies of the Metropolitan District met at the Goodyear Rubber Company offices at No. 123 West 54th Street and formed what will be known as the Rubber Industries Athletic Association. Representatives of the following companies were present: Ajax, Goodrich, Goodyear, Firestone, Kelly-Springfield and Sterling. The following men were elected officers for the ensuing year: Robert Rosenbaum, Goodrich, president; E. G. Biddle, Kelly, vice-president; Frederic A. Wickham, Ajax, secretary; A. Golden, Goodyear, treasurer.

It is planned to organize a baseball league this summer and in the fall start leagues for basketball and various other sports.

## The Trail of the Thrifty Motorist



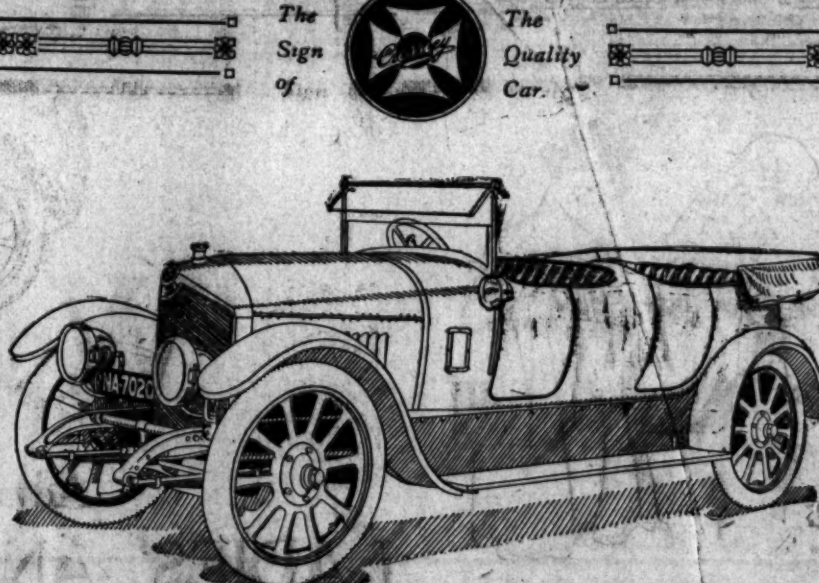
YOU see more Firestone Tyre imprints on the roads every day; people are thinking more about mileage.

Wise motorists insist on buying the best tyres they can find. At the present time there is a flood-tide of Firestone Tyre buying, and the Firestone Company is responding to present-day needs by building the best tyres ever turned out of the Akron factory.

Remember, that it is not only your privilege but your duty today to get the most tyre mileage for your investment.

**CENTRAL GARAGE**  
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# Firestone



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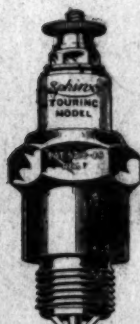
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"Ye know I move swiftly," flamed Nag the Cobra "and never creature of the Jungle was more quiet than I. But listen; the man pack on their flying wagons move yet more swiftly, and my swiftness compared with theirs is like the blunderings of old Hathi the Elephant. It is this thing of steel and fire that giveth the man pack speed and endurance. 'Sphinx' they do call it, for the name signifieth that which endures for all time."

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## NEW DENBY MODEL 27 IS HEAVY DUTY TRUCK

Rated At 3 1-2 Tons Capacity  
But Main Units Are Of  
5-Ton Type

Enter model 27, the newest creation of the Denby Motor Truck Company of Detroit, a heavy duty commercial vehicle, the builder of which sees for it a distinct place in the business scheme of the world.

This model is rated 7,000 pounds, or 3 1/2 tons capacity, but significant in its construction is the fact that the majority of units are recognized five ton units—motor, transmission, clutch, radiator, etc. Serviceability and lasting quality are logical sequences of such far sightedness on the part of the maker, whose plans call for an unusual production for a truck of the rated capacity of this powerful carrier of burdens.

For two years we have been working to a point where we could produce this type of truck to complete our line," is the explanation of Garvin Denby, president of the company. "The question was whether to build a light truck or one of the specifications of the '27,' and after exhaustive tests we decided in favor of the more costly of the two because of its wonderful attainments in hard going.

To give the new 3 1/2 ton truck a test, that would enable the engineering department to eliminate all of the bugs in the experimental models we shipped them to Oregon, where for three months they hauled wheat. The trip was through hub deep sand, the steep grades and down hills, which thoroughly tested both power and control. Harder work could not have been assigned, the performance with overload being such that the perfected '27,' to my mind, is the ideal, a notable triumph of engineering skill and manufacturing precision."

Like others of the Denby line, the new model incorporates nothing experimental, nothing that can figure in a comeback.

A feature that will be appreciated among users is the variable frame length that can be supplied, so that this truck is adapted to any class of body from the long vans to the compact dump bodies. The loading space is as great as that of a five ton truck and the speed of the '27' is far greater.

### Worry Over U.S. Trucks Needless

Denby Distributor Says Army  
Motors Are Too Few To  
Cause Concern

"There is a tendency to exaggerate the number of motor trucks the Government now has in the United States and this probably is responsible for some of the rumors that they were to be put on the market," said W. J. Altken, president of the Denby Eastern Distributors, Inc.

"As a matter of fact there are not enough army trucks in commission to cause any concern, and if the program of the Post Office is carried out these will not come anywhere near meeting the demand for equipment for the rural parcel post service, which is to be installed wherever there are roads to permit."

"It would require in the neighborhood of 100,000 motor trucks for this service, according to recent reports from Washington. The understanding there is that the Postal Department will take the war trucks and by changing the bodies adapt them to the new use."

"In view of the comparatively few war trucks here there will be a call for thousands more, which puts a different face on the whole proposition. Some have held off from buying under the belief that they will be able to secure bargains from the Government, and instead of that condition makers may have a big Government order to execute, which naturally will cause a shortage in the number of trucks for commercial purposes."

"As a rule a man does not buy a truck until he has to, but there is such a thing as waiting too long."

## The Truck A World Saver

By Charles G. Harper  
(In Motor)

With the conclusion of a more than four years' world-wide war, it seems desirable to pause awhile and to take stock of affairs; to look back and forward upon the part motor transport has played in warfare and will play in the reconstruction of countries alike ravaged in actual fighting and suffering from a neglect of peace-time avocations.

The subject is a vast one and would need a great deal of writing by various hands to be dealt with thoroughly. Here, therefore, one can but touch superficially upon it. The war, owing to the strenuous labors and anxieties of those who have lived through it, seemed long; but actually, as familiarity with the history of past wars shows us, it was—considering its vast scope—phenomenally short one. It is comparable for its scale, though not for its length, with the great Napoleonic wars, lasting twenty-one years and ending only with Waterloo in 1815. Relatively, though of course not actually, it has been no greater in the men and material involved; for the populations and the resources of the several warring countries in the lapse of a century have naturally vastly increased. We were only in the dawn of the machinery era then. It is fairly arguable that the full function of machinery has actually, in general, and in its special application to motor transport of all kinds, brought this enormous conflict to its close far earlier than would have been the case had not machinery generally, and motor vehicles especially, been employed.

Nay, more! For while mechanical traction has been fully used on both sides, I think there are few who will care to traverse a contention that the advantages of it have been, on balance, with the Allies. Further still, at several crises, when the enemy was in most branches of equipment distinctly superior, and disposed of greater resources, it may be held, without fear of contradiction, that the intelligent use of motor transport saved a situation which otherwise would irretrievably have been lost. One has but to recall how, in September, 1914, the French, employing the whole force of the "Paris" taxis, rushed them up, full of soldiers, to fill a breach in the line and irrevocably stop the imminent advance of the Germans on the capital. Was the war saved then? Perhaps. And concurrently with this brilliant stroke the Germans' own motor transport broke down at the Marne.

Railways on neither side were sufficiently elastic, nor were they numerous enough. For warfare, after all, must be conducted in terms of roads. Here exactly is where motor transport found its opportunity. When I permit my thoughts to carry me back to things I have seen in this war, I am inclined to think that, wonderful though the machinery and munitions of destruction may be, nothing is really quite so wonderful as the way in which the troops of all the armies have been kept in force and swiftly redistributed, provisioned and cared for by motor car agency.

I have spoken already of the Paris taxis, but before them we had in the field other public service vehicles. Let us never forget the imperishable laurels won by the London motor omnibus. Had there been already no such thing as the motor bus, something of the kind would have had to be invented; and there can be no doubt that the improvised article would not have been so satisfactory as this proved. Do I not well remember the rabble-roust of the flight from Antwerp in October, 1914, in which the London buses, well bearing the legends "Bank, Charing Cross, Liverpool Street," and many another landmark, figured? Did I not see them at St. Nicolas and ride through a night of horrors in one to Ghent, where its shattered windows and wounded men formed the center of a vast exodus through of terrified inhabitants.

It is not, however, such tense occasions which give the most enduring impressions. Rather was it the daily and nightly processions of cars of every type one used to see going to and returning from the front in Belgium, along roads always rough and often completely founded through the exceptional traffic and continued vile weather. The authorities out there had commandeered all private cars as well, and so those processions had always the added charm of variety. Taxicabs, omnibuses, lorries, elegantly upholstered cabriolet cars, ambulances, armored cars—any type you choose to mention, private, public service or military—were all represented; and

they carried indifferently general officers, British Tommies, French and Belgian soldiers, car-loads of leaves and books, munitions, sacks of flour and sugar, and indeed every imaginable thing. And sometimes an unaccustomed correspondent stole a ride and more or less successfully, according to circumstances, braved the consequences. The cars performed all this with a resource and an elasticity that no railway could ever have achieved. They helped save that one little corner of Belgium at Fumes and Pervyse that not the most persistent German efforts ever succeeded in taking.

If, however, the sight of that never-ending procession—that continuous service de ravitaillement—was impressive by day, it was a thing of astonishment and beauty by night. Cars could be traced a mile either way Standing by the roadside, the line of cars could be traced a mile either way by their lamps. By them one could see how perfectly, under all circumstances of night, in rain or snow, that perfect continuity was kept. And always in the rear shone the beams of the lighthouse at Dunkirk.

But at Verdun, more than anywhere else, the motor car was the salvation of the war on the Western front. The great and confident German attack on Verdun opened in February, 1916. It was maintained for eighteen months. At the beginning the one railway service Verdun had was under German shell-fire and was early rendered too dangerous for use. The town and fortress was situated at the apex of a forward position, and over twenty

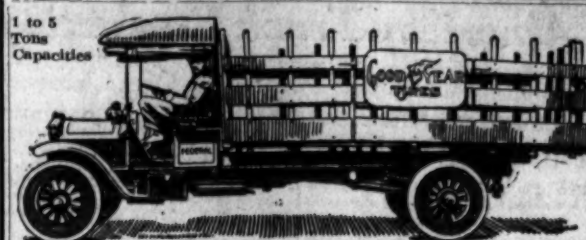
miles of rail were therefore useless. Only one road was open and along it, over a distance of thirty-four miles from Bar-le-Duc, had to be brought up the whole of the reinforcements and the munitions of every kind necessary for holding this key position. And not only so, but the return traffic of empty cars and trucks and the evacuated wounded had to come back along the same road. The taking by the enemy of Verdun at that time meant a death to the plain of Chalons and the taking of Paris and losing the war for France and the Allies. The organization of supplies along this great highway—the French well style it now the "Sacred Way"—was a miracle of efficiency. Thousands of American trucks, without intermission, maintained the necessary service, and the urgent needs of the front line were provided. Had this situation arisen before this era of motor traction, Verdun must have fallen. Thus, aided by self-propelled traffic, the road has arisen to greater importance than the railway; which affords us much food for thought.

And in after-war conditions the roads and motor transport did fair to fully maintain this remarkable record. Railways in the reconstruction period will be congested. More than they can perform will be laid upon them, alike in the transport of passengers, goods and essential foodstuffs, not only in the Allies' countries, but especially in the war-worn Enemy States, where the very survival of the people is threatened. In their case, with railways either destroyed or worn out, the use of motor transport will probably mean all the difference between starvation and a sufficiency of food. But that is not our problem.

Another, however, emerges. It is

the problem attendant upon what is called "social unrest," or plainly, strikes. Something of this has been foreshadowed in England during the ultimate months of the war, when a sudden and entirely unlooked for and unjustified strike broke out upon the English railways. The railwaymen, the spoiled children of the British industrial world, have the opinion that upon their work hangs the whole fabric of the English social system. They have the idea that they hold the only key to the maintenance of communication and supplies of every kind. It is a belief dangerous to the community, but it is unwarranted, for in the last resort there are the roads and the mechanical vehicles ready in hundreds of thousands for use on them.

This was demonstrated clearly enough, but unexpectedly, when the railway strike came into existence. The British Government, without any declared policy, had initiated a national registration of motor vehicles intended to cover, among other things, just such an emergency as this. Few knew of it, but vast motor fleets were ready and a proportion came actually into service. That they were not more generally required was due to the strike falling before it grew to any great extent. Thus was defeated an incipient conspiracy of one class, numbering by a generous computation not quite a million, including dependents, against a nation of forty-five millions. Much more might be said on this thesis; but enough has been set down here to justify an affirmative answer to the query, "The Motor Car: Savior of Society?" That has been and may again be, on yet a larger scale, its role.



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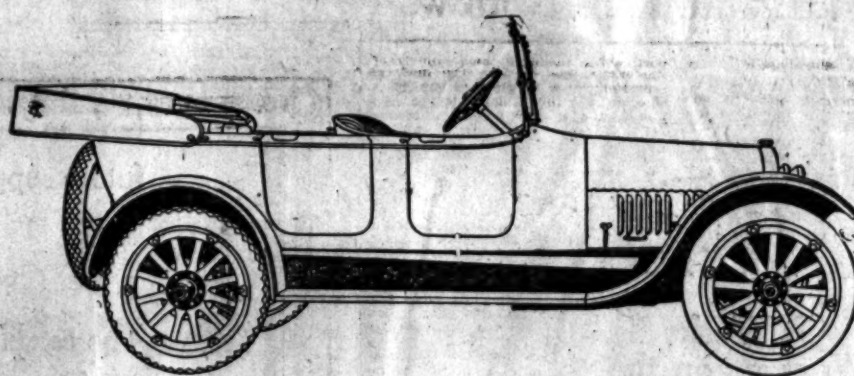
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LIBERAL CONDITIONS AND MODERATE RATES



## See Record Year Ahead For American Truck Production

National Automobile Chamber Of Commerce Estimates Output Of 327,000 Commercial Vehicles For Season

New York, February 9.—It was a wise thought that prompted the committee of the New York Dealers' Association to add a commercial car week to properly round out the largest automobile show of the year.

A separate and thoroughly comprehensive commercial motor car exhibit has never before been held here. It comes in good time, for the motor truck has played so large a part in the success of the war, and in saving home transportation from perilous congestion, that it has assumed a far more important place in the public eye than ever before. It is destined to be one of the great transportation mediums of the country. Despite the production restrictions imposed by the war, more motor trucks were made last year than in any preceding twelve months, and a new high record production is assured for this year, the estimate made by the National Automobile Chamber of Commerce being for 327,000 commercial vehicles of all kinds.

The exhibit this week will include sixty different makes of trucks and small business wagons, in addition to tractors, trailers, and special types of bodies. Among the tractors will be the Fordson tractor, which was designed over a year ago by Henry Ford to aid the farmers in this and foreign countries in food production, and several thousand are now in use in England and France.

The commercial car exhibits will include every variety of type and capacity from the light half-ton delivery wagon to the heavy five and six ton trucks, their individual wheel bases ranging from barely 100 inches to long extension body creations capable of carrying elongated loads, as theatrical scenery, telephone poles, lumber, and other material. There will also be in the Garden over two hundred special exhibits of parts and accessories, including hard and pneumatic tires, for motor truck use. While the war may not have caused entirely radical changes in motor truck design, its earmarks, nevertheless, will be noticed in many cases where models have been strengthened and built more substantial than at any time in the past.

### Regular Freight Service Growing

A significant development of the increasing utility of the motor truck is the rapid growth of regular freight service. The term is broad in its scope and includes the use of trucks for hauling the products of the soil directly to a distant market or shipping point, thereby eliminating frequent handlings of the railroad, and the transportation of merchandise from the manufacturer direct to the retailer and consumer. The demand for transportation brought about by war conditions has made possible the development of this service. Several hundred companies have been organized and many of them operate large fleets of trucks over well-defined routes.

Windsor T. White, Chairman of the Motor Truck Committee of the National Automobile Chamber of Commerce, calls attention to the fact that so great was the demand for motor trucks during 1918 that the production of American makers increased by almost 45 percent over the previous year, making 56,410 for the war and more than 175,000 for civilian use, as against 160,100, including 16,293 for the war, during 1917.

While the War Industries Board, to conserve iron and steel, required truck manufacturers not to exceed during the last half of 1918 one-third of their individual production during 1917 and the first half of 1918 for essential civilian uses, the aggregate output for all of last year was largely in excess of that for the preceding year. This was due principally to the great increase in the first six months. How large this increase was is indicated by the fact that from Jan. 1 to June 30, 1918, there were produced for civilian purposes 60,917 commercial vehicles, as compared with 109,865 during the twelve preceding months—more than 50 percent as many in one-half the time.

Production in the last half of last year was, because of the limitations set by the board and the inability of manufacturers to secure parts and materials, just about the same as during the first six months, the total output of civilian trucks for the year being very close to 175,000. This does not, however, represent the entire total of activity of the industry. In the twenty months from the entrance of the United States in the war to the signing of the armistice, the truck manufacturers accepted contracts for the production of 204,760 military trucks. During 1917 they delivered 16,293 and in 1918 completed 56,410 on war contracts up to December 1.

There was an insistent demand for many more civilian trucks than could be supplied last year and there was ample capacity to build them had the materials been available. Many of the leading manufacturers were devoting all their facilities to war work, so that they were unable to fill even the urgent demands of city street cleaning departments, public service companies, and factories engaged indirectly in war work. Schedules for 1919 contemplate an aggregate output substantially in excess of last year. Contributing to this great increase are facilities for production of at least 75,000 a year which have been or soon will be released from military truck work.

Several months will be required for the industry to get into full production on the new schedule, although it is in a better position to resume peacetime work than the passenger car industry, because truck manufacturers generally did not take on war contracts for work that was distinctly foreign to their regular operations. Their contracts were for trucks, and

in many cases, for their regular models.

### War Department Holds Trucks

Passage by Congress of a bill providing for the prompt adjustment and payment of informal war contracts will put a large amount of money into active circulation, and the decision of the War Department not to throw on the market the military trucks bought in this country will convince prospective purchasers that any hope of securing bargains by waiting to pick up such trucks is vain. Commodity prices and wages should also become stabilized and put an end to any uncertainty regarding tendency of truck prices.

Leading business men of America are unanimous in predicting a long period of industrial and commercial activity and prosperity, with tremendous foreign trade expansion. They point to the depletion of stocks of raw materials and manufactured goods throughout the world that must be made good, the necessity for resuming building operations that were suspended during the war, the need for continued agricultural production on an extended scale, the plans for a large American mercantile marine and navy, the importance of the rehabilitation of the railroad, etc.

All such activities call for more and better transportation facilities, which means more highway improvement and greater use of motor trucks. As a result of the war, the country has learned many lessons in efficiency and economy, and appre-

ciates better the capabilities and dependability of the motor truck.

The country is undergoing an important evolution in the matter of transportation. It is coming to realize that the highways are as essential to national development and prosperity as the railroads; that they are interdependent systems, and that the national bill for haulage under the highways under present conditions is much larger than the country's freight bill. Rural motor express lines are already bringing about changes in the farmer's life and methods of marketing his crops, and the Post Office Department is bringing the producer and consumer into close touch through the agency of motorized rural parcel post service. Great extension of these routes is planned, and the department has requisitioned 15,170 army trucks from the War Department for the purpose.

It is difficult to foresee any other future for the motor truck industry than one of great growth and prosperity, for the motor truck affords a means of transportation that has long been needed and which fills a vacancy between the railroads operating over fixed and costly routes and horse-drawn vehicles having a narrowly limited range of daily travel.

### New York In Move For Weeding Out Of Incompetent Drivers

Fred W. Sessions of Utica, chairman of the Law and Legislative Committee of the New York State Motor Federation, has notified the federation officials throughout the State that Chief Magistrate McAdoo of New York City and other magistrates are desirous of seeing some change in the present automobile law so as to do away with incompetent truck and

passenger car chauffeurs, and inexperienced automobile drivers, and to put a check on reckless driving.

Mr. Sessions attended a joint session with the magistrates and Secretary Mago at New York City recently, when the committee was named to go into the matter thoroughly and make recommendations to the next meeting.

It is expected that the proposed bill will impose more obligations on auto-

mobile owners, but the Motor Federation representatives will see to it that said obligations are not burdensome, but in reality will benefit the use and operation of the motor vehicle. For some time New York City has compelled each motorist to have a driver's license, and the motor clubs of the federation already have voted that an operator's license law should cover the entire State.

Another matter under considera-

tion is to make the revoking of drivers' licenses more simple. It is the intention of the committee to have this procedure connected directly with the Secretary of State's office instead of through magistrates, as under the present system. This feature of the new traffic measure has not been thoroughly threshed out, but is expected to be completed soon. Licenses can be revoked under the present traffic laws, but it was

brought out at the meeting in New York that the rules applying to this end of the case were too complicated, inasmuch as applications must be made by a magistrate to the Secretary of State in order to revoke a license. Mr. Sessions recommends for the Motor Federation that a special department be established in the office of the secretary to investigate cases that might terminate in the license being revoked.

# GARFORD Motor Trucks

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## New Motor Trucks Shown At New York Exhibition

Sixty Makes Of Commercial Vehicles And Six  
Makes Of Tractors On Display

New York, February 9.—New York's Motor Truck Show was opened in a thoroughly successful manner last night in Madison Square Garden and the Sixty-ninth Regiment Armory. It is the first time that a commercial car exhibit has ever been held here, and it started the second week of the big automobile show. While there was no question as to the sustained public interest in passenger cars, there was, on the part of the Show Committee, considerable curiosity to see just how a purely business motor vehicle exhibit would take with the New York public. That question was answered by an attendance very much larger than would have been accepted as satisfactory, and what was of more importance, a great majority of the visitors showed that they were keenly alive to the necessity of highway transportation.

Several related exhibits made it imperative to open the exhibition hall in the Garden. More than sixty different makes of trucks are displayed in both buildings, about half a dozen makes of farm tractors, and several trailers. Each make of truck shows several models, bringing the total number of vehicles in both buildings to more than 200, ranging all the way from the lightest half-ton delivery wagon to powerful seven-ton trucks for heavy hauling. Dealers and truck makers agreed that it was the most comprehensive exhibit ever made of the development of the motor car industry into the commercial field. The show is an object lesson of the present success and future possibilities of highway transportation, whether looked at from the efficient city delivery system, from the rural motor express, or the carrying of freight for quick delivery over the roads for long distances.

The Maxwell display of one-ton light delivery wagons accentuates this phase of long-distance motor hauling in the exhibit of the original truck which made the transcontinental record for a fully equipped commercial car of seventeen and one-half days from San Francisco to New York last summer. The wheels and lower part of the body are still liberally besmeared with the original Western dust and dirt.

**Dodge Show Half-Ton Truck**  
The Dodge Brothers half-ton commercial car is another popular type of the lighter class. Three different bodies are shown, one being specially designed for use by large department stores. The Oldsmobile one-ton car is a newcomer, having been brought out this season. It is shown with a neat express body. The Reo one-ton models are shown with several body types, including an ambulance, a Fire Department wagon equipped with hook and ladder appliances, an express delivery, and two omnibuses, one with a closed body having wide windows on the sides.

Among the heavier trucks, the Packard shows a new six-ton horizontal hoist body, designed especially for the use of contractors in the New York territory. The chassis has a wheel base of thirteen feet. The steel convertible body has a capacity

of four cubic yards. Steel towing hooks in front and a trailer drawbar are added conveniences. The cab is enclosed, and the driver's seat will accommodate three men. An electric starter may be installed as special equipment. Other Packard models are a well-finished five-ton chassis of the five to five and one-half-ton truck; a three-ton truck with a stake-side body, and one of the two to two and one-half-ton models.

The two models of the United States trucks, two and a half and five-ton respectively, have their radiators painted in the patriotic red, white, and blue colors to add distinction to the name. The Giant trucks, whose names suggest power and efficiency, are shown in several models from two to three and a half-ton, including a fine chassis of the latter size. The valuable feature of the Giants is that by a patented device they are enabled to operate with the greatest efficiency on low-grade fuels, including not only the low-grade gasoline, but with kerosene, and many of them in use are operated entirely by kerosene.

Another newcomer in the New York exhibition field is the Day-Elder truck which is made in large sizes. A chassis of the six-ton model is shown, and also one of the same type equipped with a spacious contractors' dump body, which may be raised and lowered by a hoist. The Day-Elders are also made in one, two and three ton models. Among the tractors, of which more were made last year for farm use than in any previous season, are the new Fordson, in the Armory, which was the center of a curious crowd during the evening; the Massey, and the E-B farm tractor equipped with three large plow blades.

Four cylinders is the universal truck motor power. There is a tendency to make the engines somewhat larger than formerly in relation to the load capacity. More models than formerly carry their gear boxes amidships and the gearsets of the four speed types are gaining in number on the larger vehicles. Less than 9 percent of the new models are driven by side chains, the worm drive being well in advance, thus reversing their respective positions in popular use five years ago. There is also a considerable increase in the number of chassis models equipped with internal gear, while the bevel and the double reduction types are fewer in number.

In load capacity, next to the small light delivery wagons, the three and one-half-ton truck appears the most popular. The demand of the United States and the Allied Governments influenced the large increase in the three and one-half-ton trucks. There are seven times as many manufacturers of this type as was the case in the year before the war. The popularity of the one and one-half-ton type is also seen in the fact that that size is now being produced in twenty-four models, which were not on the market last year.

In connection with the truck show the members of the Automotive Electric Association, composed of manufacturers of electric equipment for automobiles, held the first session of its semi-annual Winter meeting

yesterday at the Hotel Astor, and the annual dinner will be held tonight at the Astor. The metropolitan section of the Society of Automotive Engineers held a dinner last night at the Automobile Club of America. C. T. Morris, who was associated in the design of the army transport Class B truck, and Captain Lord of the Motor Transport Corps were among the speakers.

### REPUBLIC TRUCKS LIKED BY NEW ZEALANDERS

While we in America shudder at every half cent increase in the price of gasoline and tax our inventive brain to produce some effective substitute for that useful power producing liquid, Maori natives in far away New Zealand buy dollar a gallon gasoline without a change in the expression of their stoical oriental countenances; push up the throttle of their Republic trucks and speed away to a distant range for another load of wool, said the president of the Republic Truck Company recently.

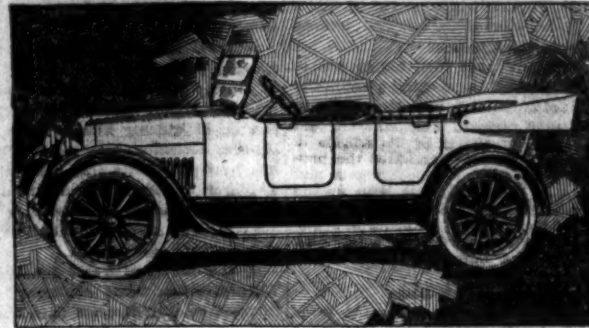
What care these natives for the price of gasoline, for they have proved that motor trucks of the right kind are far cheaper than oxen or burros for transporting the produce of the far inland ranches to the seaport.

It is estimated that 80 percent of all the motor trucks used on these islands are used in transporting wool. Some of the ranches are as much as ninety miles inland and the roads narrow, winding and over steep hills, yet Republics have proved fully equal to the job. More than half of all the trucks in New Zealand are Republics, due to the fact that these trucks because of their correct design and the internal gear drive are very economical on tires, gasoline and oil. All these commodities are very high in price in New Zealand.

Numbered among the users of Republic trucks in this unusual work are several Maori chieftains and even Maori women who own ranches and hire the most economical form of transportation. The fact that the wool shipping season lasts but four months has developed a truck freight service in this outpost of civilization that is more highly developed than in many more modern communities. For the large numbers of trucks used in wool hauling refuse to be idle idle months of the year and have shown their economy and money making possibilities in hauling supplies to the ranchers throughout the off seasons. The performance of Republic trucks in this work attracted the favorable attention of the New Zealand Government who recently purchased a fleet of Republics for military purposes.

## The low-priced QUALITY CAR

# Studebaker NEW LIGHT FOUR



Beautiful in design  
Thoroughly modern  
Mechanically right

Beautiful in design  
Thoroughly modern  
Mechanically right

ECONOMICAL to buy and maintain, BIG ENOUGH for the whole family, AMPLY POWERFUL, thoroughly up-to-date  
.. . . DESIRABLE FROM EVERY ANGLE .. . .

It is distinguished from the ordinary low-priced car by many features. Note how the metal of the bodies, for example, is built over hard-wood frames. Yet the car is so well designed and made of such excellent material that it is very light—it is perfectly balanced with consequently low gasoline and tire expense.

Then the soft, flexible application of power, through flexible couplings and intermediate transmission, means everything in easy riding. Examine the construction and note how scientifically this is obtained. The balanced weight, silent gear shift, short turning-radius and irreversible steering gear, result in exceptionally easy driving, as well; ideal for the owner-driver because of its convenience and accessibility.

For particulars and demonstrations, apply to the

**SHANGHAI HORSE BAZAAR & MOTOR CO., LTD.**

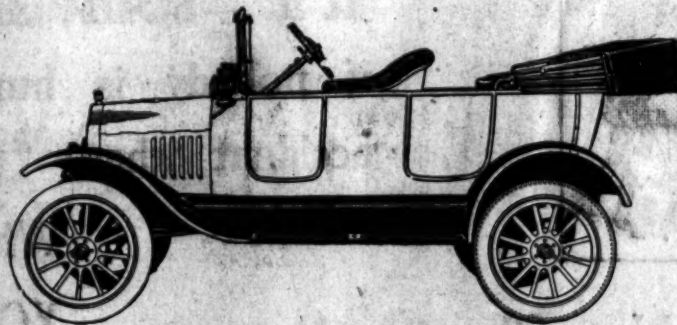
West 1213

Garage Telephones:

West 1202



1919 Model



1919 Model

# FORD TOURING CARS

A Small Shipment has just been received

Early application is desirable if you wish to get one of these fine cars—so eminently suitable for the coming season—as we expect the shipment to be sold out very soon.

For price and demonstration, apply to

**DODGE & SEYMOUR (China), LTD.**

89-91 Rue Montauban

Phone: Central 322





## FIAT COMPANY EXTENDS TO MAKING OF TRUCKS

Makes Successful Tests With Agricultural Machines Under Official Auspices

Although largely an agricultural country, Italy never has been self-sufficient in the matter of wheat. To make up the national shortage it has been necessary each year to import about one and a half million tons. In 1918 the importations were the highest on record, being 2,216,108 tons of wheat. Now that shipping is a serious problem, every effort is being made to increase the output from the 124 million acres under wheat cultivation and also to put unused land under the plough. Up to a few years ago agricultural tractors were very little used in Italy, but owing to the shortage of labor and the high cost of cattle (a couple of laboring oxen now cost as much as \$600) farmers have shown a strong desire to obtain power driven machines.

The extended use which has been made of tractors during the past year or so has helped considerably; but notwithstanding this it is estimated that it will be necessary to import about 2,950,000 tons of wheat and maize during the year 1919. Important orders have been placed in the United States for agricultural tractors, but owing to the shipping situation at least one quarter of this order has had to be cancelled. This situation has induced the Italian engineering firms to seriously study the question of agricultural tractor production. The Fiat Company, being the national automobile concern of Italy, was the first to realize the importance of this and a few weeks ago brought out the first of a series of agricultural tractors specially designed for the very varied conditions pertaining in Italy.

After having been very thoroughly tested privately, the first public demonstrations of this tractor took place a few weeks ago in the valley of the Po, about twenty miles from Turin. Realizing the educational value of these trials, the civil and military authorities gave every facility for interested persons to be taken out to the demonstration ground in order to follow the work of the machines. Temporarily relaxing the motor restrictions, a continuous service of motor buses was maintained from Turin to the demonstration ground, thus allowing many thousands of agriculturalists to get their first practical acquaintance with the motor tractor on the land.

The following are Italy's imports of wheat from 1911 to 1918 inclusive:

1911	1,368,872 tons
1912	1,761,064 "
1913	1,781,761 "
1914	928,475 "
1915	2,216,108 "
1916	1,801,222 "

## Firestone Offers A Brand New Tire

Latest Product Of This Company Is Constructed On Novel Principle

The Firestone Tire and Rubber Company has placed a new construction fabric tire on the market. It incorporates in the main the principles that have made the Firestone cord tire a general success, and as a consequence it possesses a number of good points often thought of as belonging almost exclusively to the cord type.

Perhaps the notable feature is the presence of a generous reinforcement that extends around the bead and part way up the side on both inside and outside. Being in the form of a heavy extra layer of fabric, this addition stiffens the casing at exactly the point where the strain comes and raises the bending point to where the diameter is amply large. The tire is thus kept from pressing against the rim and sustaining rim cut, besides deriving more absolute strength in point of actual thickness.

Since the curve in the side wall of the tire when it is under a load is by this means rendered more gradual, the danger of crimping is minimized, less heat is generated and the tendency to become brittle and then to crack is reduced in a corresponding degree. Plainly too the likelihood of blowouts is proportionately diminished.

In all other respects this new construction fabric tire has been most carefully planned. A very tough yet resilient tread is fused with a body likewise calculated in every detail to promote riding comfort. Immediately beneath the tread is set a powerful breaker strip, whose function it is to distribute all vibrations around the entire circumference of the casing and thereby to lessen the acuteness of shock in any one spot.

## Five Gallons Of Gas Per Day Per Soldier

Such Was Daily Consumption Of Fuel In American Expeditionary Forces

Whatever doubts we might have had about the war with Germany being a gasoline war have been dispelled by recent figures from the A. E. F., said S. W. Stevenson, general sales manager for the Bethlehem Motors Corporation of Allentown, Pa. Every man who served in Uncle Sam's uniform overseas had an allowance of five gallons of gasoline per day. That means the total number of men, some two million odd, can be multiplied by five to get the daily gasoline consumption of the American Expeditionary Forces. Rather an eye opener, isn't it? That oft-quoted phrase of Napoleon's about our army and its stomach is still true, but if it wasn't for gasoline a modern army couldn't move at all.

## Huge War Work Program Carried Out By Overland

Willis Plants Were Engaged In Turning Out Airplanes, Gun Carriages, Shells And Aircraft Motors

Almost since the very inception of the automobile industry John N. Willis, directing head of Willis-Overland, Inc., has been looked upon as one of its great leaders. The same business determination and foresight he displayed in the early days were again shown when the United States decided to intercede in the interest of right and justice.

Back in 1909 Mr. Willis was so confident of the coming possibilities of the automobile as a necessary unit of rapid personal transportation that in spite of efforts of his friends to dissuade him he purchased the property of the Pope-Toledo plants, and on that foundation has built up the great Willis-Overland organization, with its factories, branches and distributing representatives comprising the second largest automobile concern in the world.

### Develops Great Air Plan

When war clouds began to loom Willis soon justified the reputation for courage he had won in the automobile industry by adding the duties as controlling head of the Curtiss Aeroplane Company. Immediately upon our entrance into the war he began developing the great Curtiss plant in co-ordination with the Willis-Overland plants to be ready for the heavy requirements which he believed the war would impose.

At this time Willis had not a single order from the United States Government. But when orders did come he was prepared to deliver materials in a remarkably short time. To do this required new buildings and equipment representing an enormous expenditure, which at the time was based on no tangible requirement or order. But in the light of future developments the correctness of Willis' foresight again has been proved.

Mr. Willis said last night: "It had to come sooner or later, even a steam engine cannot start off at full speed; we merely tried to be prepared so far as possible to get away with a flying start. It seemed logical that the automobile industry should be called upon for a very large part of the war production for it is the third largest and has become one of specialists in high speed production. Consequently it was very easy to deduce that automobile building, which would have to be curtailed, and that we ought to shoulder our part in supplying war materials."

G. \$80,000,000 Contracts

At the signing of the armistice, 19 months and 5 days after the declaration of war, Willis-Overland were engaged in rapidly completing contracts amounting to G. \$80,000,000, requiring almost 100 percent of their production capacity.

The contracts for the United States and Allied Government included Curtiss training plane motors, French 75 millimeter gun carriages, eight inch shells, Liberty eight and twelve cylinder motor, adapters, lifting plubs and Sunbeam airplane motors.

Willis-Overland's first contract for training plane motors was received September 19, 1917; advanced preparations enable them to get in production so quickly that in spite of changes necessitated by the Government's requirements they were able by March to deliver 835 motors, and from that time on deliveries were made in amounts only limited by the Government's instructions.

By the middle of December, 1917, Willis-Overland was centering its energies on war supplies on a huge scale.

The accomplishments of the Willis-Overland Company in the war program are the more interesting in consideration of the fact that more than 5,500 men, comprising a high percent of skilled mechanics, had been called into the army. The only way this could be overcome was by the great number of patriotic women, many of whom had members of their families at the front, who offered their services to make up the depleted labor supply.

Willis-Overland official quota of cars for 1918 was completed on November 1. And besides in spite of the many obstacles encountered in erecting new buildings, changing over old equipment, involving preliminary expenditure of more than \$12,000,000, in spite of the problems of getting into new production requiring entirely different processes, in the short period of the war the Willis-Overland had concluded approximately 42 percent of its war contracts when the armistice was signed.

### FEW CHANGES IN HUDSON

Few changes were to be noted this year in the Hudson Super-Six enclosed body models, which attracted so much attention in the automobile shows. In the touring sedan a straight seat, in front, the full width of the body, has replaced the two bucket seats. The two auxiliary seats face forward, and more room is provided for the passengers in the rear compartment.

## How Women Motorists Helped To Win The War

"It would seem timely to call attention to the part women have played in the past four years of war," says Albert N. Atkinson, president of the Atkinson Automobile School of New York. "The war is won. While millions of women untiringly served in public capacities, attended the sick, knitted and fulfilled duties that would naturally be looked upon as coming within the domain of woman's work, yet we must not forget for one moment that they did not stop there."

"Women threw off their silks and satins, donned khaki, overalls or whatever best suited the tasks they chose. And it was not a make believe patriotism by any means, as the world well knows. All foolish pride was forgotten and labor of the most strenuous kind was successfully performed."

"Perhaps no work in which women engaged was more important than that of the motor car. In the past two years in New York city alone upward of 10,000 women have been successfully trained to care and operate self-propelled vehicles. The evidence is quite noticeable if you will only take the trouble to watch any of our crowded automobile thoroughfares. There you will see women driving anything from the 'peaky diver,' so-called, to the largest type of truck."

"The proficiency women have attained in handling mechanical problems is really remarkable. The re-

pairs they are required to make on machines in some of the organizations they serve surprise many of the experienced men mechanics.

"At the Red Cross Motor Corps of America and National League for Woman's Service in New York, where several hundred cars and ambulances are maintained solely by women, you will find they are efficient in the performance of what has heretofore been looked upon as man's work alone."

"During the war about 30,000 women kept as many ambulances, supply trucks and other types of cars going. This does not mean that they simply drove these vehicles, but also that they were kept in repair, washed and cleaned by them. At some stations it was the duty of one woman to clean eight cars a day. The specific work of others was in making mechanical repairs."

"Now that women have so admirably proved their ability in the motor car field what does the future afford them from a professional standpoint? Thousands of new motorists have been made possible by the war, and women should be looked upon favorably in an occupation which they are fitted for."

"We of course feel it is the prime duty of the American people to provide remunerative employment for our returning soldiers and sailors, yet we can ill afford to overlook and forget the women. The nation owes its women war workers a debt of gratitude, and their future should be a matter of great concern to the public."



## How About Your Pressure?

Experts estimate that 30 per cent more tyres are worn out every year than would be the case if all tyres were kept inflated to the proper pressure.

So if you are not sure that your tyres are kept at the right inflation for the load you carry, perhaps you are getting 30 per cent less tyre mileage than you ought to get.

There is one way to find out.

See the Goodyear Dealer. He will help you determine the exact pressure which you ought to keep in both front and rear tyres for best service.

He will show you how the Goodyear engineers have worked out the proper inflation figures for all tyre sizes and all sorts of loads.

Then he will give you a copy of Goodyear tables so that you will know how to change your pressure if you change your load.

It would be advisable to consult the Goodyear Dealer at once so as to know definitely the proper inflation for your tyres, instead of being obliged to imagine what it should be.

## THE Shanghai Horse Bazaar & Motor Co., Ltd.

— Established 1851 —

begs to inform its customers that a number of open and closed cars are now at their disposal for hire

### CHARGE:

Four Dollars per Hour

### MINIMUM CHARGE:

One Dollar 50 cents

No special service as office-trips or tiffin-trips.

For hire of cars please

Telephone to West 1213 and 1202

## Gaston, Williams & Wigmore

FAR EASTERN DIVISION, INC.,

4 The Bund

Shanghai, China

Phone, Central 608

**GOODYEAR**



## Take No Chances!

You may become involved in an accident any day.

Therefore, take out an

## XS POLICY

which relieves you of personal loss, liability and third party claims at a small cost annually. Write for a prospectus.

## C. E. SPARKE

INSURANCE OFFICE

Agent for the

**EXCESS INSURANCE CO., LTD.**





# K. T. C. SPECIALS

THE KLAUBER TRADING CORPORATION

THE KLAUBER TRADING CORPORATION

## Why Vacuum Cups Are a Necessity

Every new mile of hard, smooth pavement increases the necessity for

### Pennsylvania VACUUM CUP TIRES

For on such pavements—hazardous, treacherous when wet or greasy—the heavy Vacuum Cups are *guaranteed* not to skid, else tires returnable at purchase price, after reasonable trial—a riding safety *guaranteed* by no other make of tires.

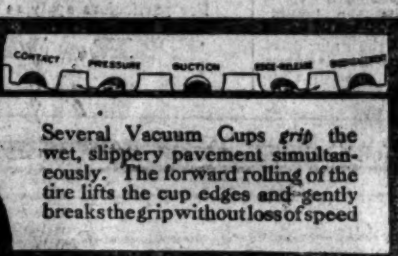
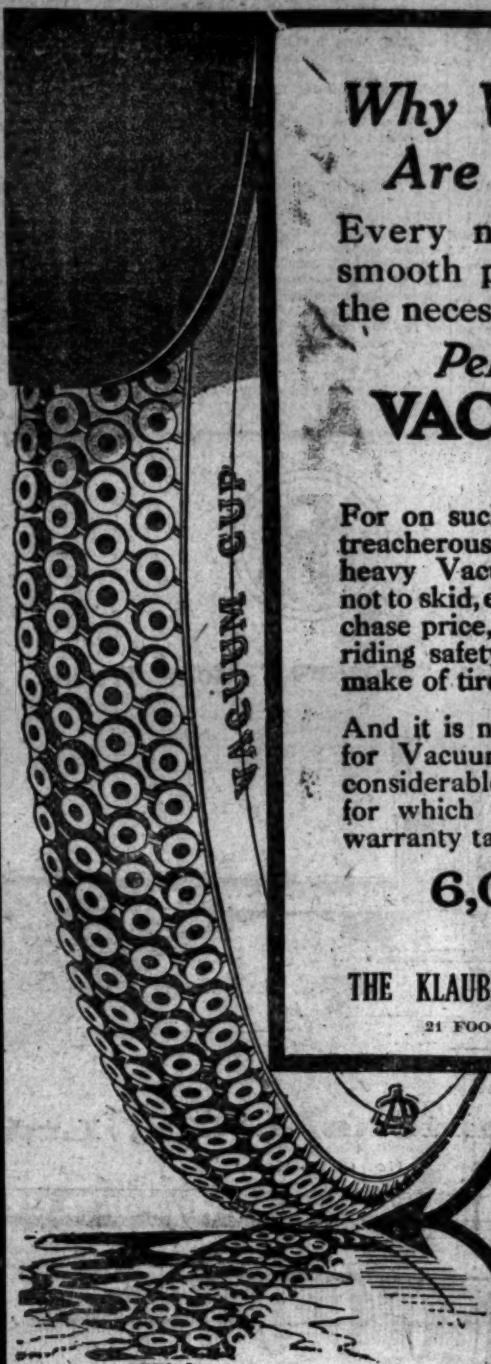
And it is no uncommon occurrence for Vacuum Cup Tires to average considerable in excess of the service for which they are *guaranteed*—per warranty tag—of

**6,000 Miles**

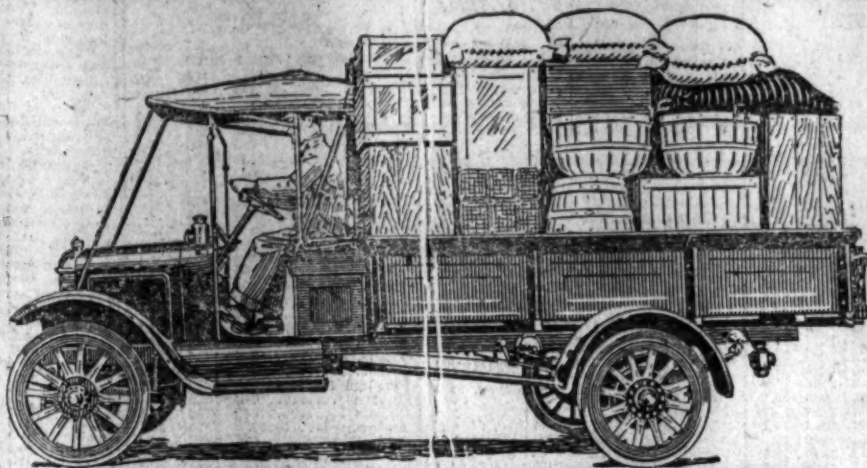
SOLE AGENTS

**THE KLAUBER TRADING CORPORATION**

21 FOOCHOW ROAD, SHANGHAI



Several Vacuum Cups grip the wet, slippery pavement simultaneously. The forward rolling of the tire lifts the cup edges and gently breaks the grip without loss of speed.



## REPUBLIC TRUCKS

Internal Gear Drive—The Power Behind Means More Mileage—Less Fuel

The Internal Gear Drive, used on all Republic Trucks, applies the power between the hub and rim of the wheel. That means increased leverage and more power. It also makes it possible to carry the load on a dead I-Beam Axle, that is not a part of the driving mechanism.

But the Internal Gear Drive is only one feature of the many that have created such a demand for these

trucks. More than twice as many Republics were produced and sold last year as were produced and sold by any other maker.

Weigh that fact carefully when you select a truck. Only the utmost in quality and service could create such an enormous demand.

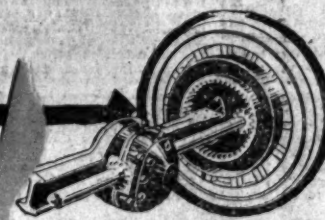
There is a Republic to fit your business from lightest delivery to heaviest hauling.

**Seven Models:— 3/4 Ton to 5 Ton Capacity**

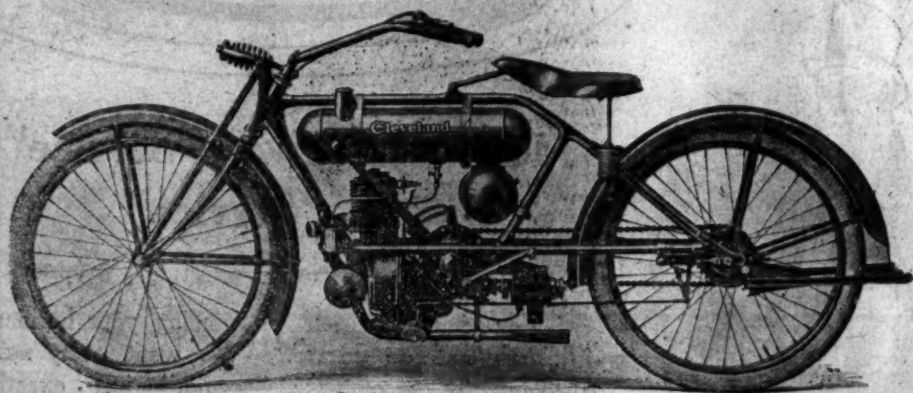
SOLE AGENTS

**THE KLAUBER TRADING CORPORATION**

21 FOOCHOW ROAD, SHANGHAI



Power applied between hub and rim of wheel. Load carried on dead I-Beam Axle.



## THE CLEVELAND MOTORCYCLE

Essentially a war time vehicle. Embodying those principles of design that provide the utmost efficiency in performance, and economy of operation. The Model represents four years of concentrated engineering efforts, standardization of parts and refinement of construction. It is saving time for busy men everywhere, and conserving fuel for fighters over there. Built to give service—and does it. The CLEVELAND is the *only* motorcycle employing straight-line worm-drive for transmission of power from engine to rear

wheel—an exclusive, protected feature. The simplified, sturdy design of the CLEVELAND, its lightweight mobile qualities, and extremely long mileage on fuel, form a permanent solution to the transportation problem.

Dealers everywhere recognize in the CLEVELAND a final answer to the call of the tradesman, commuter and pleasure-seeker, for a vehicle easy to handle, simple to operate and economical to run.

The CLEVELAND is in every respect the universal Motorcycle.

Sole Agents

**The Klauber Trading Corporation**

21, FOOCHOW ROAD

## THE K.T.C. GARAGE

Our garage department is under expert foreign supervision. Repairs made on any make of car. Body building, painting, upholstering, etc., a specialty. Estimates cheerfully furnished. Motor car accessories and supplies always in stock.

Cars for hire at

per hour **\$3.00** per hour

## THE K.T.C. GARAGE

21, Foochow Road,

Telephone, Central 2403

**THE KLAUBER TRADING CORPORATION**  
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Head Office: New York.





## Car Prices--Will They Go Up Or Down

### Increases In Car Prices 1918-1919

Car	Jan. 1, 1918	Jan. 1, 1919	Percent
Car	1918	1919	In.
Mitchell C. 42	1510	1525	0.99
Mitchell D. 40	1510	1525	0.99
Biddle H.	2550	2750	7.84
Chalmers 6-20	1485	1565	5.11
Elcar 41	1275	1375	7.84
Allen 41	1095	1195	9.13
Elcar 41	1185	1295	9.3
Oldsmobile	1185	1295	9.3
Templar 445	1985	2185	10.
Commonwealth	995	1095	10.1
Locomobile 48	5950	6500	10.9
Palge 6-55	1795	1985	10.5
Kiesel	1295	1445	11.5
Case	1475	1600	8.4
Lexington	1585	1785	12.6
Premier 6-C	2285	2585	13.1
Cole	2295	2595	13.1
Scrimps-Book	935	1035	10.7
Palge 6-39	1230	1515	23.9
Nash 681	1295	1495	15.5
Pilot 6-45	1295	1495	15.5
Stuts	2350	2650	12.8
Chevrolet 490	630	735	16.7
Cadillac 57	2805	3250	15.8
Vette 38	1295	1495	15.5
Pierce Arrow 48	5500	6400	16.4
Liberty 10 B	1350	1570	16.2
Anderson	1435	1675	16.7
Studebaker	1605	1895	18.1
National 12	2595	3050	17.5
Crow Elkhart	935	1095	17.1
Peerless 56	2340	2740	17.1
Buick 12 6-45	1295	1495	15.5
Elcar 6-40	1295	1495	15.5
Columbia CD	1250	1400	12.0
Brace	725	825	13.8
Buick H. 8 48	1485	1785	20.2
Franklin 9	2050	2450	19.5
Hupmobile R	1250	1500	20.
Maxwell 25	745	895	20.3
Daniels B.	3100	3750	21.3
Dixie Flyer	895	1095	22.3
Dodge	935	1135	21.5
National 4	1895	2295	21.1
McFarlan	3500	4300	22.9
Standard G.	2450	2750	12.2
Stephens	1485	1850	24.6
Kline	1495	1850	24.1
Moline Knight	1985	2500	25.9
Paterson	1295	1595	23.2
Overland 50	795	995	25.4
Harron A-1	795	995	25.4
Elgin A.	1095	1395	27.4
Saxon	935	1195	27.8
American B.	1275	1655	29.8
Dort 11	725	925	26.3
Moon 6-36	1850	2350	27.1
Moon 5-36	1095	1495	36.5
Merced	3250	4350	34.2
Jordan	1095	1495	36.5
Ford T.	360	525	45.8
King	1650	2370	43.6

The recent reduction made in retail prices by General Motors on Cadillac, Oldsmobile, Chevrolet and Buick and by Franklin, Willys, Mitchell, Allen and Vette have naturally aroused interest in all branches of the automobile trade from the manufacturer to the consumer. Are these reductions forerunners of general reductions? Is there to be price cutting competition? Will it be possible for the consumer to buy cars for less money if he postpones his purchase? These are some of the questions that are being asked.

Whether there will be any general price reduction will depend largely upon, first, price tendencies of raw material and labor; second, possibilities of reducing cost of production by increasing output by better shop methods; third, upon the size of the margin between present costs and present selling prices of individual cars; and fourth, upon the keenness of competition.

No sound reason appears for the view that there may be any substantial immediate decline in these costs. If there is to be a reduction in prices, it seems unlikely that these reductions can be taken out of either raw material or labor.

By Paul H. Nystrom  
Director Research Department International Magazine Co., Publishing Motor Magazine

Quantity production, however, is absolutely necessary to economical production. It must be secured. What the economic limits of quantity production are in the automobile industry, however, have been determined, or at least, if determined, never have been made public. Certainly, however, it is necessary that a plant must produce enough cars to keep all of its subsidiary departments running at a high plane of efficiency all of the time if it is to keep down its overhead. Through increasing production it may be possible to reduce the manufacturing costs and thus be in position to make cars for less money without affecting the net profit.

A plant properly organized and tuned up to produce maximum quantity of cars not only saves on overhead expenses but also has a higher individual efficiency from its labor and from its raw material. Wastes of all kinds are reduced to a minimum.

Whether there will be further immediate price decreases of cars appears to depend more upon what individual car manufacturers did with their prices during the war period than upon any other single factor.

Those concerns that raised their prices sufficiently during 1918 may make reductions in 1919 without seriously affecting their profit. In order that this point may be given the consideration that it deserves a table has been drawn up showing the increases in list prices of a number of the leading makes of cars from January 1, 1918, to January 1, 1919. For simplicity's sake, touring cars only are considered.

It will be noted that these increases range from zero up to 50 percent. The median increase of the group is 17.1 percent. Ten concerns added their cars on January 1 of this year at figures within 10 percent of what they were the year before. Forty concerns of the total were selling their cars within 20 percent of what they were the year before. Fourteen concerns increased their prices 25 percent or more. Only six increased them 35 percent or more. It is noteworthy that Ford increased the price of his touring car over 45 percent. It has been stated in a number of places that the increases in raw materials and labor during the year 1919 in the automobile and allied industries have amounted to at least 20 percent. It is difficult then to see how cars which have not been raised more than 20 percent can be reduced in price for the time being. If there are to be price decreases, such decreases should normally appear among those cars whose prices were marked up more than 20 percent during the past year.

As there are twenty-three of these concerns in this list, it may be expected that some of these, together with others not included in the list, may, as competition becomes keener, reduce their prices. The figures presented in the table are to be considered merely as tentative indications. A number of car manufacturers raised their prices during 1917, and the price increase made at that time may have been sufficient to cover the advances in costs during 1918 as well.

A similar table drawn up comparing touring car prices of January 1, 1917, with January 1, 1919, throws some light on this phase. It will be seen that most of the cars whose prices have recently been cut still show a very fair percentage of increase over the prices obtained on January 1, 1917. Inquiries made among makers during the latter part of November showed that there was considerable confusion at that time on whether

### Increases In Car Prices 1917-1919

Car	Jan. 1, 1917	Jan. 1, 1919	Percent
Car	1917	1919	In.
Mitchell C. 42	1425	1525	7.01
Owen Magnetic O.	2740	4150	50.4
Mitchell D. 40	1150	1275	10.8
Harvard 4-20	750	850	13.3
Austin 12	2750	4250	54.5
Eluts	2550	2950	15.7
Winton 33	2255	3150	39.7
Empire	1225	1445	17.9
Biddle	2350	2750	17.
Locomobile 48	5400	6500	20.2
McFarlan	3500	4300	22.8
Merced	3400	4500	32.4
Marmion 34	3100	3950	27.4
Pierce Arrow 48	5000	6200	24.
Palge 6-39	1175	1515	28.9
Vette	1125	1445	27.4
Nash 6-24	685	885	29.2
Pilot	1150	1495	30.
Oldsmobile 45	1295	1700	31.3
Bell	875	1150	31.4
Chalmers 6-30	1090	1445	32.4
Hudson	850	1120	32.3
Daniels	2300	3075	33.9
Anderson	1250	1675	34.
Oakland 34	875	1150	31.4
Premier	1385	1825	31.8
Kiesel	1195	1544	28.8
Saxon	865	1145	32.1
Dodge	785	1045	33.2
Glide 40	1195	1555	29.3
Elcar	845	1175	39.4
Auburn	1145	1595	39.3
National 6	1750	2450	40.
Elgin	935	1335	42.8
National 2	2150	3050	41.8
Chevrolet 10	800	1135	42.1
Chalmers 6-30	1090	1545	40.8
Standard	2240	3250	44.7
Cadillac	2250	3250	44.4
Paterson	1995	2855	43.6
Ford T.	360	525	45.8
Peerless	1390	2040	46.8
Packard 25	3500	5150	47.1
Moon 6-36	1850	2700	45.9
Crow Elkhart	725	1095	50.2
Chevrolet 4-90	490	735	50.
Maxwell 25	595	895	50.4
Kingston	1185	1785	50.6
Cole	1595	2395	50.2
Packard 25	3050	4500	47.5
Kline	1195	1855	55.6
Studebaker	1180	1885	60.2
Jordan	1095	1775	61.1
King	1585	2570	62.4
Harroun	590	975	65.3

there might be general decreases in prices or not. Some car manufacturers frankly stated that they had made plans to raise prices of their cars, but the first important reduction, the Cadillac cut, checked the movement to advance prices. It will now be difficult for any car manufacturer to raise his price and justify his action to the trade and consuming public.

A number of the concerns listed in the first half of the table, as may be inferred from the fact that their increases have been rather low, asserted positively that no reduction would be made in the prices of their cars, at least as long as costs remain at their present levels.

On the other hand a number of concerns whose price increases placed them in the middle of the group indicated that what they would do would depend very largely upon future developments of competition and the raw material market.

In time both raw materials and labor will probably come down. Economical quantity production will be achieved. Under these conditions, with competition, prices of automobiles will come down, but it does not appear that deep cuts can be made by many concerns without serious consequences at the present time.

All prices given are in gold.

With its aid we delved into the most remote corners of the county. Without it we could not have hoped to accomplish the result.

"The world today is facing the problem of reconstruction and readjustment. There has been a wealth of materials destroyed during the recent conflict. That which was prepared for war has little or no peace value. This loss must be met.

"The combined industrial and financial interests of the world will be called upon to make up the existing deficiency.

"For the time at least the United States will bear the brunt of the work of reconstruction, both financially and industrially. This will mean a continuation of that speeding up program in vogue during the war.

"The automotive industry, the third greatest in the United States, must play its part proportionately.

"At the time this article was signed it was estimated there was a shortage of 2,000,000 automobiles in the United States. This naturally may be attributed to the curtailment of production, to the fact that many cars were pressed into service of the Government both at home and abroad and to the fact that a great number of privately owned cars have practically worn out.

It is readily evident that this shortage must be made up in the immediate future. The business program of this country demands it. The automobile's value, already established as essential to business both great and small, will increase as time goes on as it has increased in the past. The merchant, the manufacturer, the professional man, the farmer, have come to look upon it as a necessity. It means a saving of time and labor to them and this saving means money.

"Although devoting practically its entire energies to the production of war materials during the last year and a half, the industry has made marked strides. Many manufacturers increased their capacities from 25 to 50 percent. It is certain they will not return to a pre-war basis of production with these facilities at hand.

**Readjustment Period**

"With this increased production possible the industry stands prepared to meet the demands upon it.

"Naturally the automotive industry will go through a period of readjustment along with other industries. The problems of obtaining materials and of adjusting labor conditions must be met. Until these problems have been solved no marked decrease in the price of automobiles is anticipated.

"The time is not far off when American interests will be called upon to aid in the development of hidden wealth in parts of Asia, in South America and on South Africa. There is every reason to believe that a ready response will be given this appeal.

"American enterprise will invade these undeveloped fields with American methods. The American automobile will blaze the trail."

### CAUSE OF MISSING

A not infrequent cause of spasmodic engine missing is either moisture or grease in the ignition distributor. The current passes across the surface of the water or oil instead of pursuing its proper course. It is a good plan to give the distributor a cleansing at frequent intervals.

### Fitting New Piston Rings

"Losses from leaking piston rings begin with the suction stroke," says a writer in "Motor," "when there may be a vacuum of ten pounds per square inch, slightly decreasing and degrading the entering charge; following this is the compression stroke, which suffers much greater leakage under the inducement of sixty or seventy pounds pressure, but it is reserved for the power stroke with the pressure quadrupled to sustain the greater loss, in addition to decreased pressure from causes mentioned.

"These losses per cycle are ordinarily very slight, but even so, with a six running at 1,500 r.p.m. the number of leaks aggregate 13,500 per minute and are well worth preventing.

"The above facts lead the contemplative to realize that it pays to make a considerable effort to minimize waste by the use of better piston rings. Ordinary lap-jointed rings are not tight because a passage of gas is allowed down one side at the end, under the lap and up the other side, but they are obviously better than those with the usual

diagonal cut, as the gas leak is decreased by being compelled to follow a longer and more crooked route to escape doing legitimate work.

"These leaks can be prevented by putting a pair of narrow rings side by side, with a third broad inner ring in the bottom of the groove. For a piston measure of 4 35/64 inches I made the groove 3/4 inch wide and 3/4 inch deep; the inner ring was 3/4 inch wide, 3/82 inch thick and 4 1/4 inches outside diameter before being cut; outside rings 5/16 inch wide, 9/64 inch thick and 4 1/4 inches in diameter before cutting.

"Each end of the inner ring was notched to fit a pin for holding it in place, but as even a small hole would locally weaken the rings, an original and simple method was devised for securing the outer rings: 1/16 inch holes were drilled in opposite sides of the piston in the direction of its length and 5/64 inch from the outside, in which small steel pins were put, projecting about an eighth of an inch between the ends of the outer ring. These pins, with the exception of the top one, are loose enough to enter readily, being held in place by the rings, but the top pin must have a tight fit.

"Both inner and outer rings were made concentric and were not made

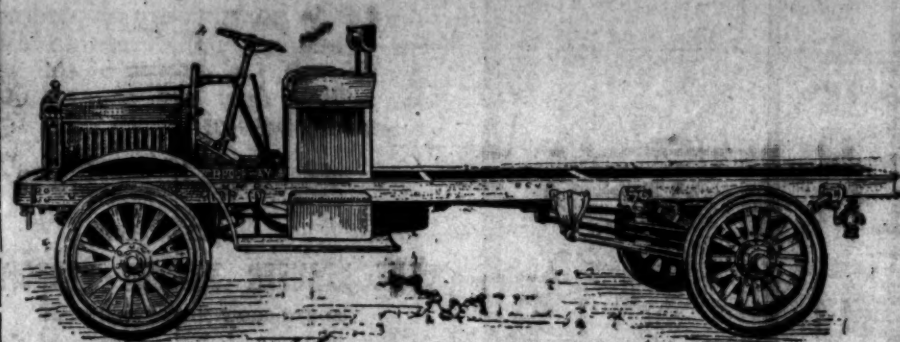
truly round after being cut and compressed to working diameter, a little wear being expected to make a sufficiently close fit, which it evidently did, for after being "run in" by a little use the phenomenal record of 58 m.p.g. was made, which was very gratifying to the amateur machinist, speaking well for design and execution. Two sets of three rings each were used, probably three sets would have been still better.

"The castings for rings were made with lugs at one end, which were carefully faced off, drilled and used to bolt the castings to the lathe face plate without imposing strains that would distort the finished rings; four lugs were used because of the four slots in the face plate. The pattern was molded with lugs uppermost to take advantage of the tendency toward greater roundness in the lower part of a casting.

"Careful use of calipers is necessary, and, of course, it is better to cut the rings full size rather than scant. For if necessary they can be dressed down to size with fine emery cloth laid on a plain surface. The inner rings were cut with a hack saw, but the outer ones were cut and shaped with a file; if making another set I would save work by making diagonal cuts, trusting to the double ring construction to prevent leaks."



### 1 1/2 & 2 ton "Brockway" Motor Trucks



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### Motors To Aid Reconstruction

"Much has been said and written about the part the automobile is to play in the reconstruction 'over there.' 'Knowing as we do what the gasoline motor accomplished in the recent world conflict we naturally assume that it will be as great a factor in rebuilding the war ravaged countries,' comments an American motor expert.

"We might pause to consider a moment what part the automobile will take in rebuilding Europe.

"The uses to which the automobile has been put at home during the war, have proven beyond a doubt that

its place in the daily business life of every community is thoroughly established.

**Helps Motor To Speed Up**

"Without it the success of the 'speed up' program would have been minimized. In addition to its value in a commercial way it otherwise proved itself a factor in attaining maximum speed and energy in the great financial and industrial battle waged in this country for the overseas forces.

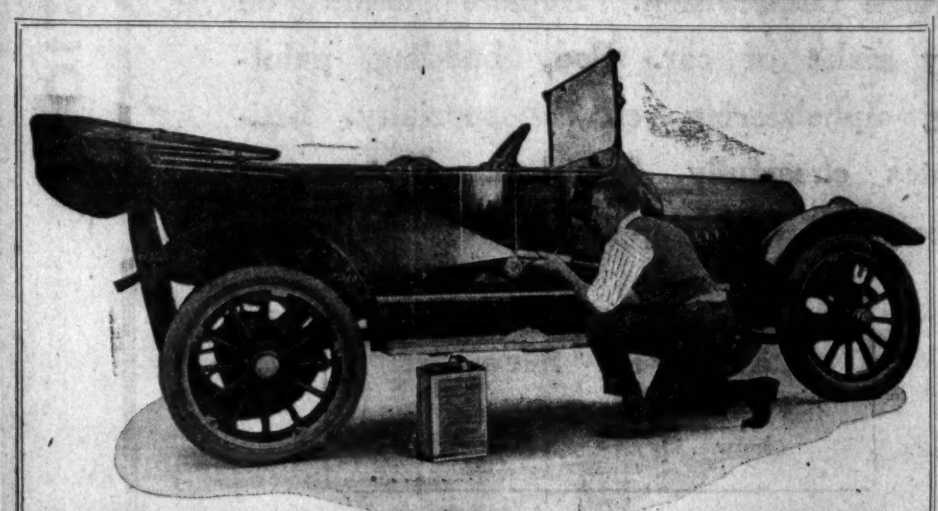
"It added hours to the energetic labors of the nation's manufacturing and financial heads, engaged re-

spectively in producing materials and finances of war. It made possible the speedy carrying out of orders. It provided needed recreation for the executive who at times may have come dangerously near robbing the Government of his services through overwork.

"It was constantly being pressed into service for war time emergencies. As an illustration: A certain county in Indiana gained fame during one of the Liberty Loan drives by overreaching its quota 150 percent. Its feat was the more remarkable because a total of but \$85 was spent in advertising during the campaign.

"The chairman of the committee in charge was asked what he deemed the chief factors in the success of the campaign.

"Without hesitancy he replied: "Hard work--and the automo-



### WONDER-MIST

is a masterly blend of 14 fine oils so mixed that the product will give highest efficiency as a cleaner and polisher. WONDER-MIST contains nothing that will in any way injure the finest finish. It keeps motor-cars always looking like new. The original factory finish is maintained without putting on an artificial coating, which must eventually be removed. WONDER-MIST is a perfect food for varnish, keeping it always alive and elastic. This prevents checking and cracking of finish. It is put on with a sprayer, which method means a saving of time, labour and expense. WONDER-MIST is also economical. A gallon will clean a car 50 times.

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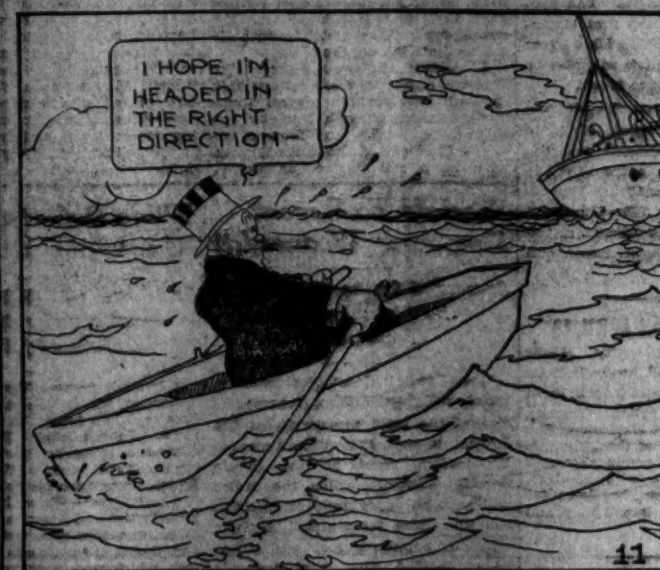
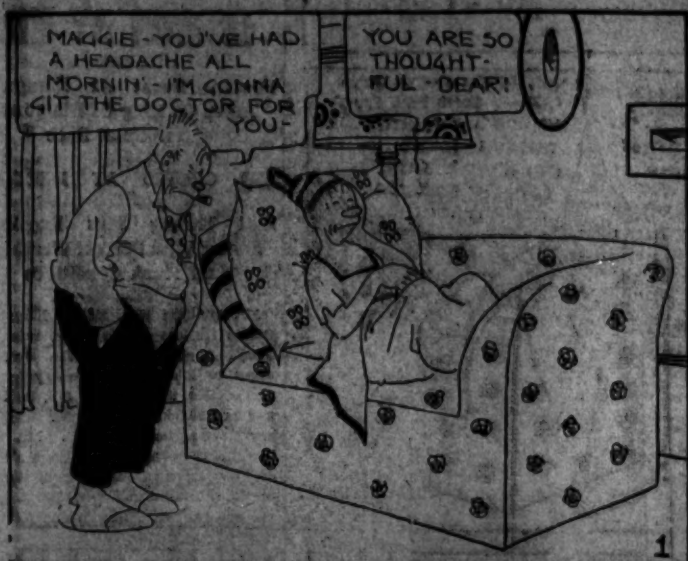




# Sporting and Comic Picture Section

Sunday, April 6th, 1919

## Bringing Up Father





(Continued on Page 3)

The court knew the answer but thought Lee would be better off he reasoned it out himself and so was given a month to think it over.

of the local club are requested to communicate with Messrs. J. W. Webber, Central 2300, and R. M. Saker, Central 2, at once.

Refreshments will be available at club prices and there will be dancing after the show.

he added claim of having to  
Nanking in a friendly match, is  
in a position to take the champion  
should they win.

one race, 5 lbs. extra; two more races, 10 lbs. extra. Winners of a Subscription Griffs "L" race to carry weight for inches as per scale. Non-winners

of the local club are requested to communicate with Messrs. J. W. Webber, Central 2300, and R. M. Saker, Central 2, at once.

of the local club are requested to communicate with Messrs. J. W. Webber, Central 2300, and R. M. Saker, Central 2, at once.

tions indicates a full attendance. Refreshments will be available at club prices and there will be dancing after the show.

with the men and made a speech in which he said that such contests help to cement the friendship between Great Britain and America.

Nanking in a friendly match, is in a position to take the championship should they win.

more races, 10 lbs. extra. Winners of a Subscription Griddle "L" race to carry weight 10 inches as per scale. Non-winners







